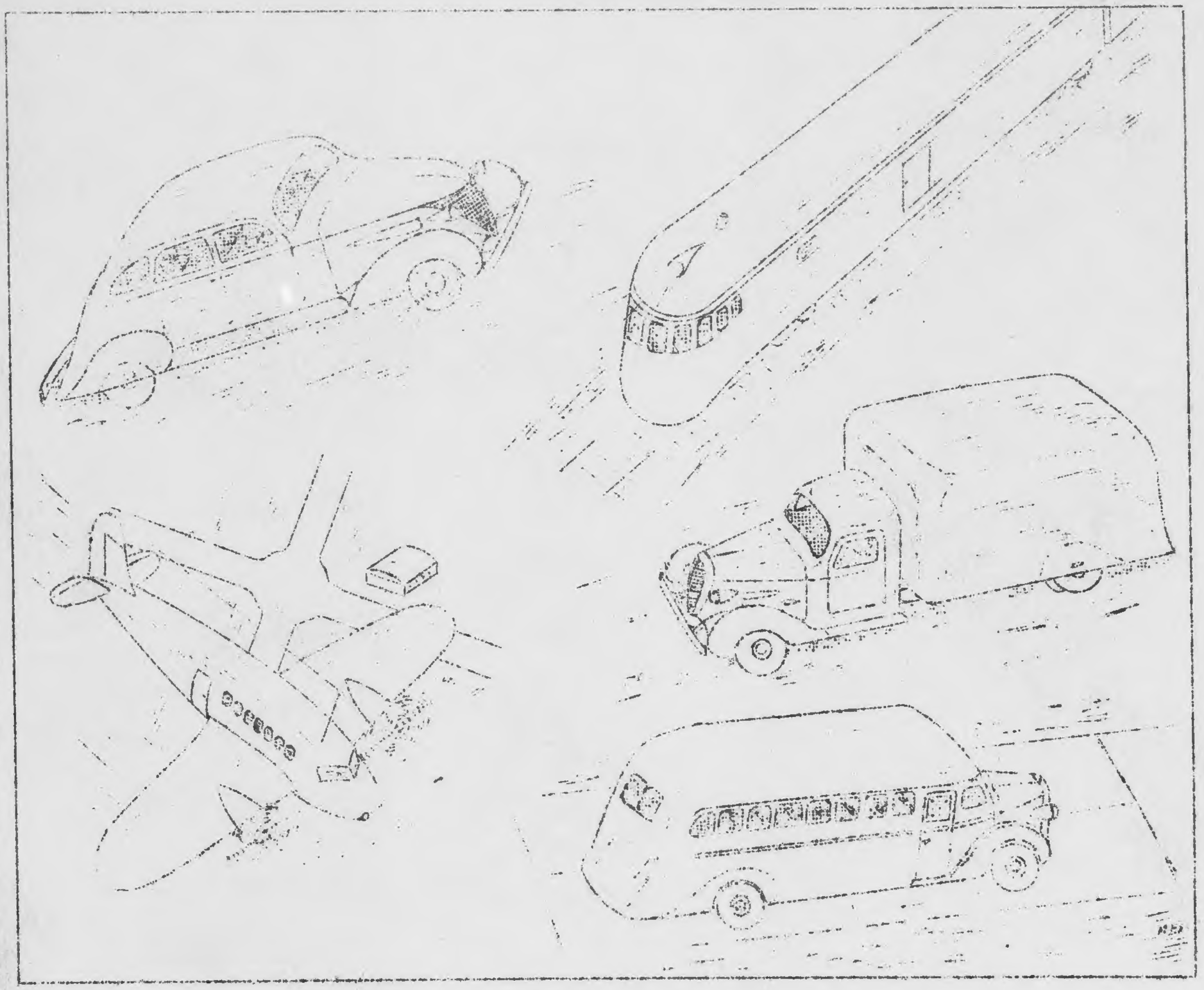
TRANSPORTATION

IN

SOUTH DAKOTA



A PRELIMINARY REPORT
OF THE TRANSPORTATION COMMITTEE

S. DAK. STATE PLANNING BOARD

PUBLISHED BY CENTRAL OFFICE
Brookings, South Dakota
1937

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LETTER OF TRANSMITTAL

February 20, 1937

South Dakota State Planning Board

Gentlemen:

We submit herewith a preliminary report of the Transportation Facilities of South Dakota, particularly with respect to railways. A later report will deal with bus, truck, and other forms of transportation. The purpose of this report is to give an inventory of existing railway facilities as a preliminary study and analysis necessary for sound planning and conservation of transportation facilities in the state.

Acknowledgement is made on behalf of the Transportation Committee of the South Dakota State Planning Board to Frank A. Cisar who assisted in the preparation of this report; to other members of the staff and to many state officials and interested persons for editorial comments and constructive suggestions.

Respectfully submitted,

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INDTRODUCTION

THE SURVEY Transportation has to do with travel, traffic, and communication; it is concerned with the movement of persons and things, and with the transmission of ideas. The term is applied both to the instruments by which movement is accomplished and to the service performed by those agencies. The several instrumentalities - railways, highways, waterways, pipe lines, airlines, telephone, telegraph and warehouses, are spoken of collectively as the transportation system.

The following report, prepared under the direction of the Transportation Committee of the South Dakota State Planning Board, constitutes an analysis of the present transportation system of South Dakota.

FACILITIES REQUIRED South Dakota, as a prairie state, must depend upon an adequate transportation system and line; a fact that becomes immediately apparent when the nature of the climate, industrial development and geological location are considered. South Dakota's principle industry, Agriculture, involves the movement of vast quantities of grain and livestock over long distances to the more active markets of the East and South. At the same time finished products from the industrial centers of the East, West and South must be shipped into the state, as well as coal and other forms of fuel. It is very evident that a well developed transportation system is necessary for the well being of the people of the State.

The inhabitants of the state, as a whole, depend upon transportation both coming and going. The products produced in the state must be sent to markets outside of the state because of the lack of facilities to process such vast quantities of raw material. Dependent almost wholly upon agriculture and emphasizing little else, the people of the state must rely upon transportation to bring in the finished products from the industrial centers of the east. Briefly, the people of South Dakota are self-sufficing in proudction of raw materials but lack the facilities for completing them as finished products. A well developed transportation system must be the answer to the problem of bridging this gap.

INSTRUMENTALITIES During the early developement of the state, water transportation on the Missouri River constituted the principle means of contact with the east. With the coming of the railroads came the rapid development characteristic of the prairie states. The railroads not only had much to do with the settlement of the state by encouraging people to settle in the area, but were a definite force in determining settlement in specific areas of the state before others. The rails were pushed in as fast as settlement took place, in fact, the general policy of the various roads was to lay tracks ahead of the settlers. In this way, the railroads had a part in locating stations along the right-of-way to their best advantage.

However the dominance of the railroads in the transportation field was somewhat lessened with the coming of a well developed highway system. The transportation system in the state began to change, to become a more complicated and intricate affair. Competition brought many changes and improvements in the art of transportation. This is particularly true of the highway vehicle and the airplane, but it is also true of the pipe line, with it's new

ACKNOWLEDGEMENT is made by the consultants on behalf of the Transportation Committee of the South Dakota State Planning Board to Frank Cisar Who assisted in the preparation of this report; to other members of the staff and to many state officials and interested persons for editorial comments and constructive suggestions.

Figure 1

FIVE YEAR PERIOD PRODUCTION OF CORN, WHEAT, OATS, BARLEY AND POTATOES

SOUTH DAKOTA 1910-1935

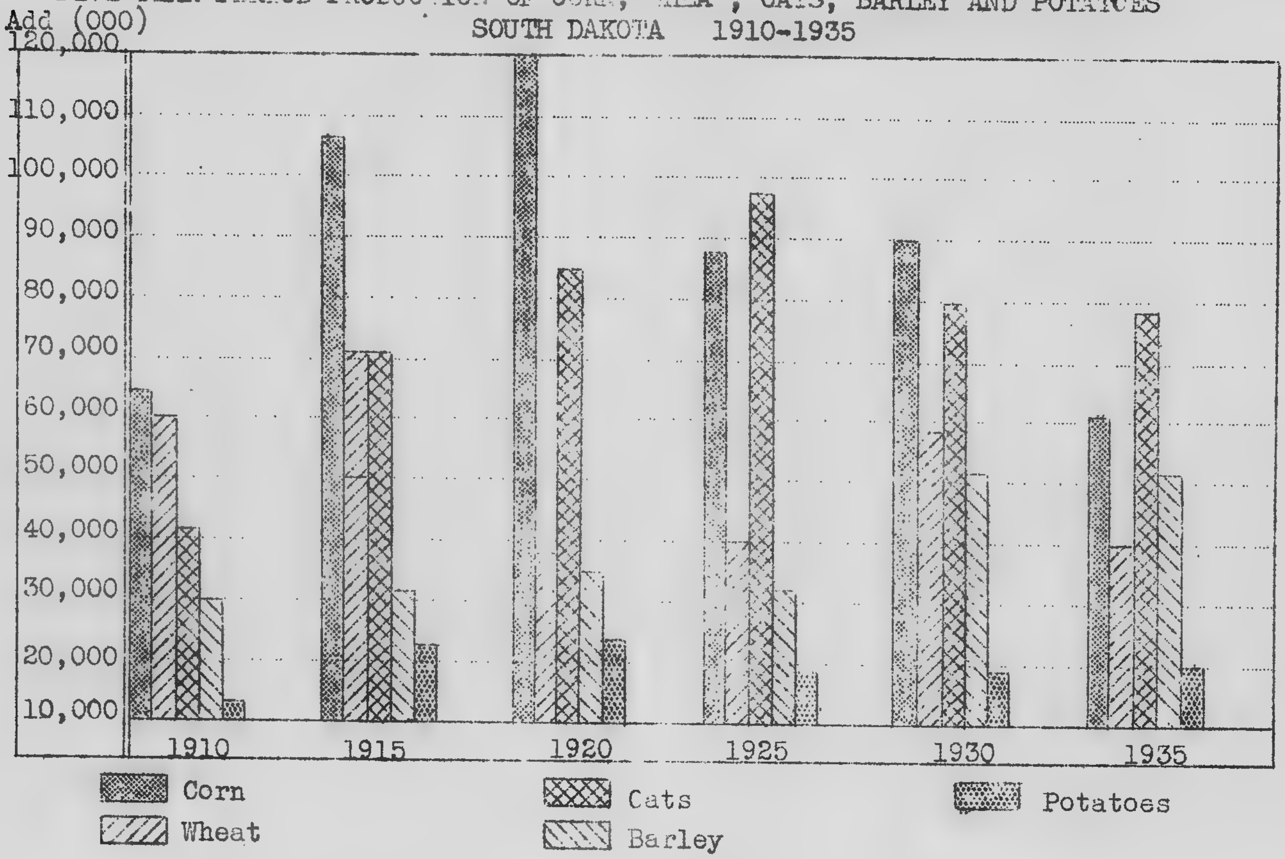
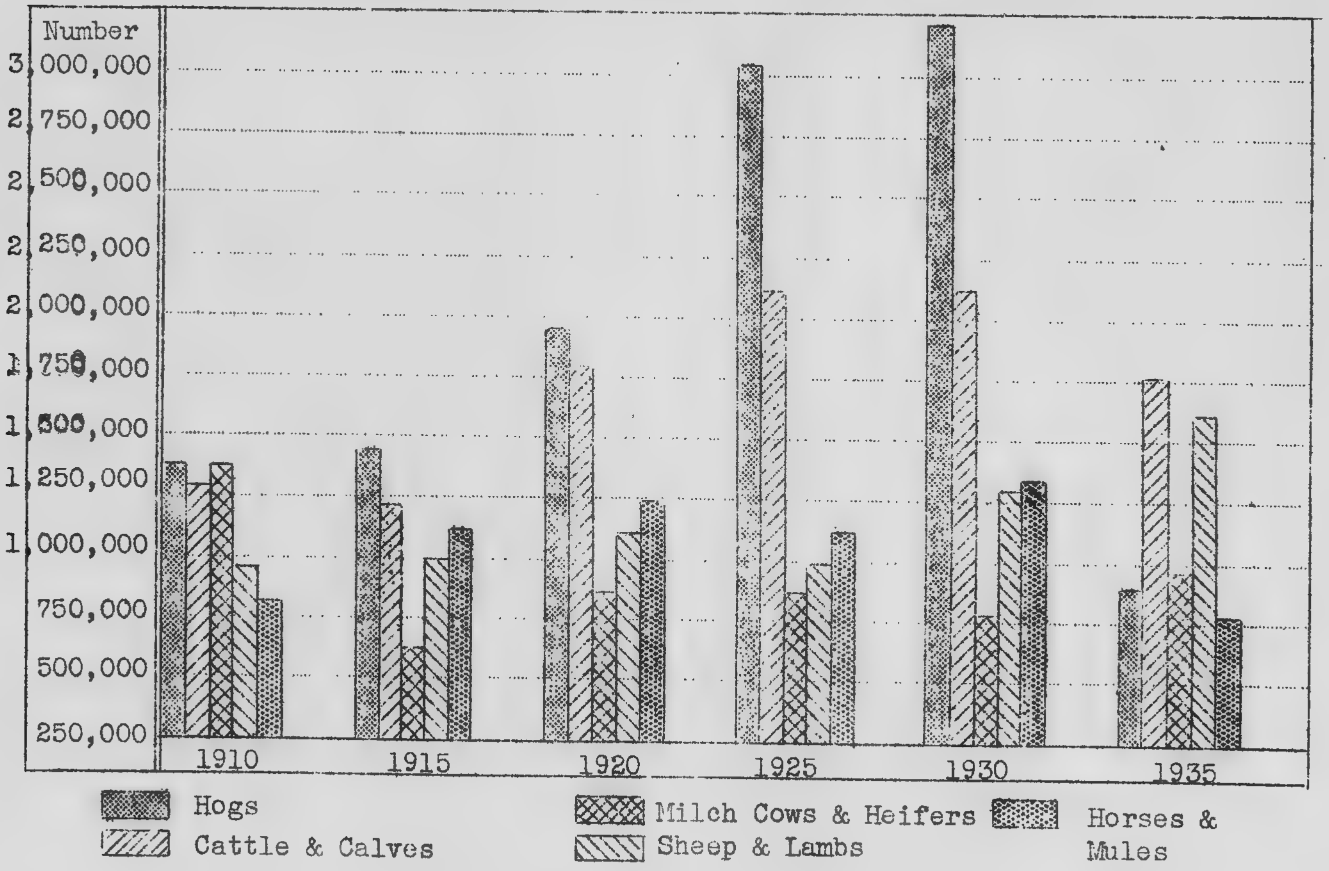


Figure 2

FIVE YEAR PRODUCTION OF LIVE STOCK IN SOUTH DAKOTA



Source: U. S. D. A. Yearbook

methods of excavation and welding, and of inland water-way operation with it's new types of barges and tow boats. The inroads which competitors are today making on railroad traffic are due in part to lower charges, but even more to greater frequency of service, convenience, and adaptability of service and to reduction in time of over-all transit. The newer services are generally used because they have met public demands which the railroads did not wholly meet.

The railroads are still an essential, and by far the most important form of public transportation, and the prospects are that they will continue so to be. Nevertheless, the transportation system of the state is very different now from what it was 25 years ago. It has expanded greatly and become more complex, and in the process the railroads have lost the dominance which they formerly had and other agencies have grown, both in number and in importance. Clearly the conditions under which the railroads must furnish and charge for service has changed very radically. Their competition with each other has become much less consequential from the public point of view and their lack of mutual cooperation much more dangerous from their own.

All forms of transportation have their limitations. Any one form, attempting to stand alone, is helpless. Transportation authorities claim that the ultimate aim should be a system based upon an interlocking of transportation facilities to form a smoothly functioning system for the betterment of all forms. They feel that the extent to which these various transportation facilities should be allowed to develop depends wholly upon the extent they are suitable to present day needs. If they are essential to the well being of the people of the state then their development should be fostered. Some feel that if these new transportation facilities are developing at the expense of some older and more essential faculty, then it is to the public well-being that some regulation should be placed upon them to restrict the unfair practices.

It has been pointed out that by far the greatest tonnage in the state that depends upon transportation to the active markets consists of agricultural products and livestock. These commodities are bulky in nature and must be transported long distances. Again, the principal essentials required by the people in the state are in the form of manufactured goods, finished products such as farm machinery, household commodities, fuel, oil, etc. These commodities are again bulky in nature and must of necessity come over long distances. Therefore in light of the actual transportation needs of this state it is the opinion of many that the railroads are highly essential. They feel, that no other transportation facility yet developed, furnishes the type of transportation needed in the state. As will be pointed out later in this report vast areas are not, at the present time, adequately served by the railroads, but when consideration is given to the adverse climatic and general economic conditions that have existed in this area for the past several years, it can be readily understood why further railroad building has not been undertaken.

Many transportation authorities believe that the development of extensive trucking activities in the state has done as much to place the railroads in the distressed economic condition they are now in as any other single factor.

Trucking, along with the railroads, is also essential to the people in the state. Trucks furnish fast and convenient service to small shippers over short distances, but under normal production periods in the state they would probably not prove adequate in moving the vast tonnage of farm and livestock products to the eastern markets in an efficient and satisfactory manner.

The railroads, to meet this new type of competition, have reduced certain rates to a minimum, reduced some operating costs, in some instances, speeded up schedules, have taken steps to improve their equipment and have even in some cases consolidated their facilities. It is the opinion of Mr. J. J. Murphy, Senior Member of South Dakota Railroad Commission that it is now up to the public, those people who have the opportunity to use the facilities offered by the railroads, to see that the railroads receive their just share of the tonnage originating in the state. He believes that in view of the fact that the railroads have been the leaders in the development of the state to it's present status, it is now up to the people of the state to see that this very valuable and very essential transportation facility is maintained. To be adequately maintained, the railroads must receive revenues enough to cover operating expenses plus a fair rate of return on their investments. The only way they can receive this revenue is through the use given by the people of the state of the services that the railroads offer.

In so far as rail line freight and passenger traffic in South Dakota is concerned, the probilities are that when business conditions again become normal, the originating tonnage of products of agriculture will reach the volume carried in 1928 and 1929. But due to truck line competition it is very doubtful if the rail carriers will regain the animal and animal products tonnage, manufactures and miscellaneous products tonnage largely diverted to and now carried by trucks.

As to the loss in passengers and passenger revenue, the possibility of complete recovery is somewhat doubtful. As will be later shown the peak number of passengers carried and revenue derived from passenger service was reached in 1920. Since that year there has been a constant decline in both volume and revenue. Although rail carriers are attempting to regain the loss in passengers to other means of transportation through rate reduction and the operation of lighter and faster service, time alone will reveal whether the adoption of such methods will produce anticipated results. As will be later shown, the constant decline in the number of passengers carried and therefore passengers revenues derived has not been solely due to adverse business conditions. The constant loss in rail passengers, however, has been due largely to the greater use of privately owned automobiles which afford a more convenient and frequently cheaper means of transportation, bus line operations, and the increased passenger rates during the period 1920-1935

SOUTH DAKOTA'S COMMERCE As previously stated the bulk of South Dakota's Commerce originating within the state consists of agricultural products and livestock. Figures 1 and 2 show the trend in the production of five of the leading agricultural products and the principle types of livestock produced in the state. The bulk of this production must of necessity, be shipped to the active markets located in the large milling and manufacturing centers of the East and South. Much of the grain produced is shipped from the local markets in the state, to such eastern and southern cities as Chicago, Omaha, Kansas City, Minneapolis, St. Paul and Duluth.

The more active livestock and grain markets within the state are located at Sioux Falls, Watertown, Aberdeen, Huron, Yankton and Mitchell. These Eastern South Dakota cities, along with Rapid City, Lead, Deadwood and Hot Springs in the Black Hills of Western South Dakota constitute what may be termed the industrial centers of the state.

The total population of these ten leading industrial centers constitutes over 40% of the total urban population of the state. Within these cities are located the leading meat packing plants of the state, various retail and wholesale establishments such as implement store handling farm machinery, wholesale groceries who serve vast adjoining trade areas and mills wherein a portion of the wheat and other grains are processed and made ready for consumption. In these cities in the western Black Hills are found a large and prosperous mining companies, and in and adjoining the cities in the extreme north eastern and south eastern sections of the state are found rock quarries, where extensive operations are carried on.

Although industries other than agriculture have not been developed extensively in the state, the need for adequate transportation facilities is nevertheless present. As previously stated because of our geographic location in the vast mid-west plains area, contact with the eastern markets and industrial centers is increasingly important.

The railroads, at the present time, supply the best service in performing this contact. We are not self-sufficing in the production of consumable goods, but under normal condition produce raw materials far in excess of what can readily be absorbed in local markets. Adequate transportation facilities to carry the raw materials produced to the active market, as well as to bring into the state those manufactured goods not produced is essential to the prosperity of the State.

II. SOUTH DAKOTA'S TRANSPORTATION FACILITIES

RAILROADS Railroad construction in the state has been development mainly with the idea in mind of tapping the vast grain and livestock producing areas of the state.

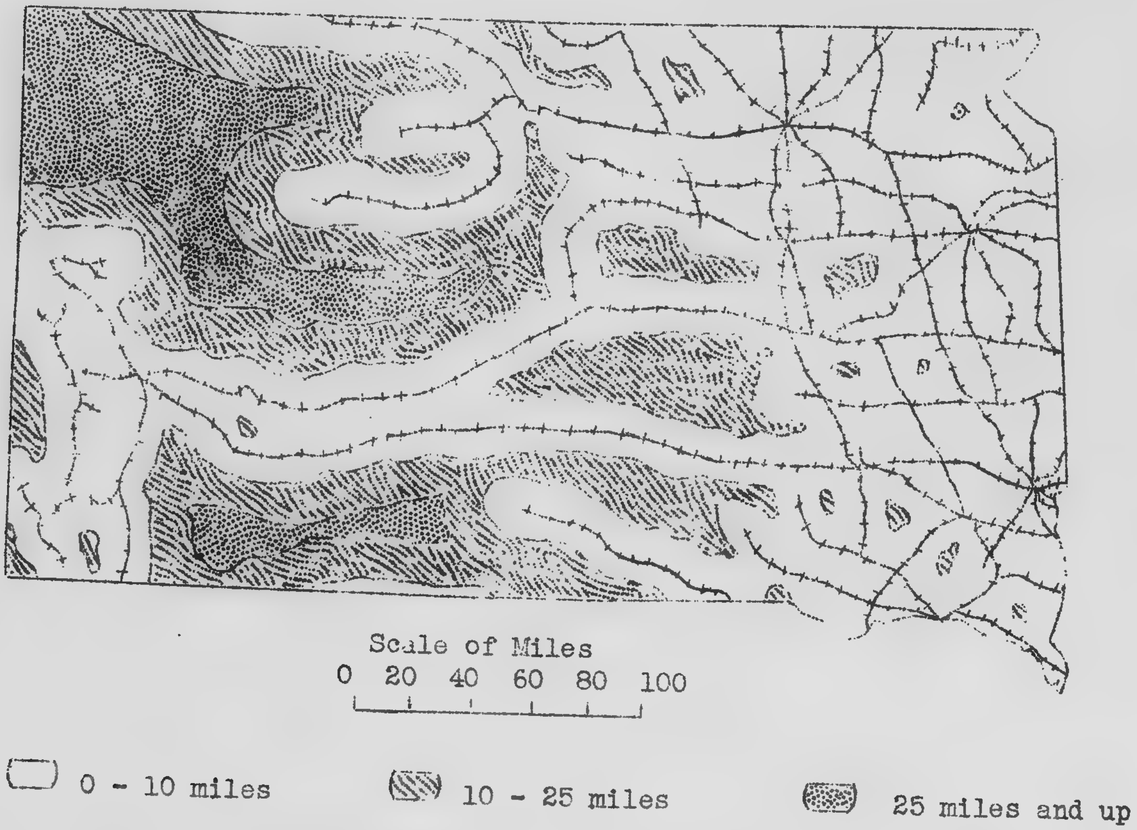
Development of the railroads in the area east of the Missouri River has reached a much higher level in terms of mileage than has the development in the area west of the Missouri River. This is probably due largely to the higher productivity of the soil, more favorable growing seasons, and consequently greater production of agricultural products.

Parts of the west river area are not at the present time adequately served by the railroads. Difficulty in locating desirable minimum grades to the Black Hills region along with the vast separately settled area of the west central section of the state, has undoubtly caused many of the lines to hesitate pushing their tracks into this section.

How well South Dakota is supplied with intrastate railroad facilities is shown below in Figure 3.

Figure 3.

APPROXIMATE DISTANCES OF LAND TO NEAREST RAILROAD STATIONS



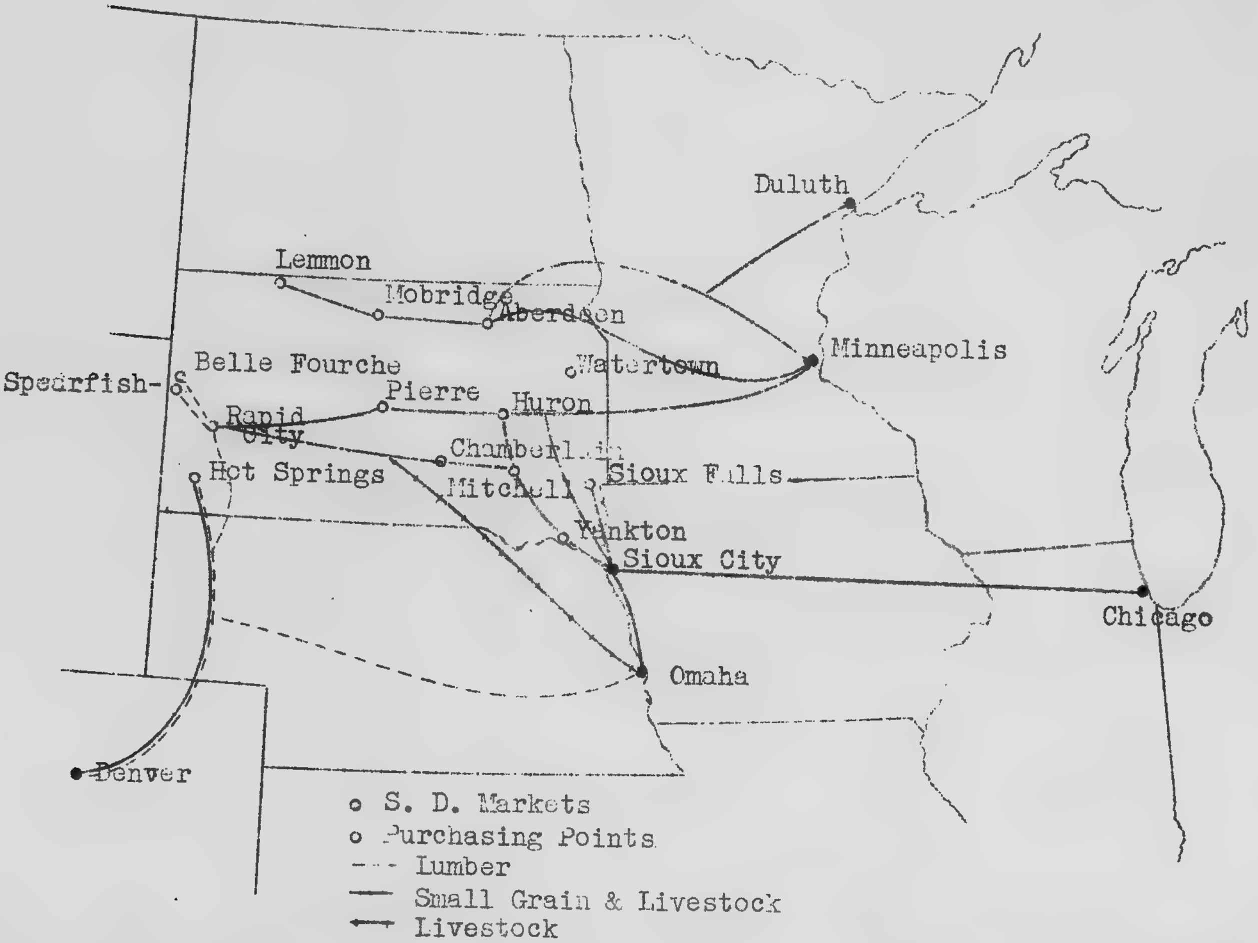
Source: South Dakota State Planning Board

Rail connections with industrial centers to the east from the principle shipping centers within the state are very good. The rail facilities from the vast small grain producing areas of north eastern South Dakota enable the producers to readily ship their grain from their local elevators to Minneapolis or Duluth. Livestock shipments from this section to Huron, Watertown and Sioux Falls, and to South St. Paul, the principle livestock markets serving north eastern South Dakota, are convenient and fast. The movement of livestock and course grain production of the east central and south eastern sections, is largely to the south, to Sioux City, Omaha, Chicago and Kansas City. Some livestock from the western sections of the state move into Denver and Omaha through Nebraska. However, practically all of the livestock shipped out of western South Dakota moves east across the state to these eastern and southern markets mentioned above. Figure 4 shows the interstate rail connections to the principle eastern and southern markets from the main South Dakota markets.

MOTOR CARRIERS Motor transport entered the field as an active competitor of rail transport in South Dakota about fifteen years ago. During it's short life, intercity motor transport has grown with extraordinary rapidity, without any Federal and comparatively little state control.

What the public interest requires is the essential thing, and in determining where that interest lies the welfare industry must be taken into consideration, as well as the welfare of transport agencies. It might, at this point, be well to look at the conditions within the industry.

Fig. 4 MOVEMENT OF PRINCIPLE SOUTH DAKOTA PRODUCTS TO MAIN PURCHASING POINTS



Source: S. D. R. R. C.

Figure 5 shows the trend in the number of class A-B and C motor carriers that have been granted permission by the Railroad Commission to operate during the years 1926-1935 inclusive.

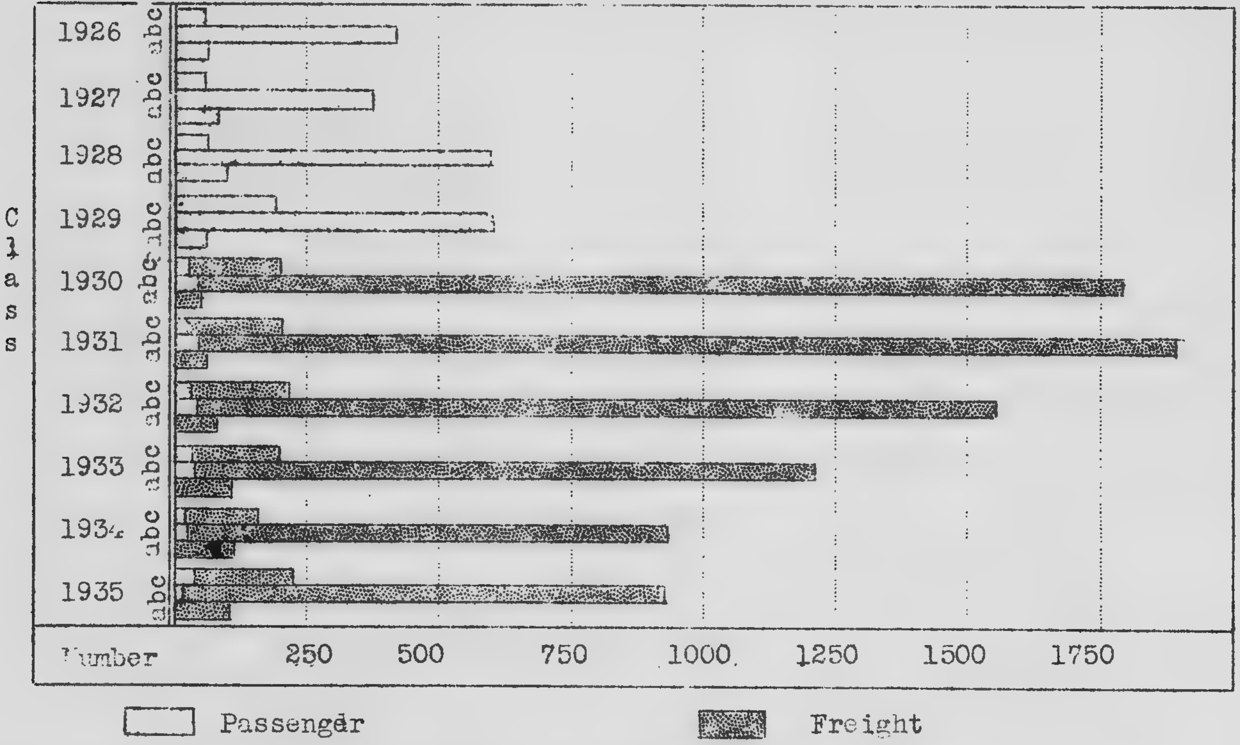
Shown in Figure 6 is the trend in the actual number of truck and auto registrations in the state for the years 1920-1935 inclusive. These figures present the picture of the rapid growth of the trucking, and bus operations within the state.

It is an obvious fact that practically all intercity trucking is disorganized and much of it is in an economically unsound condition. The reasons are familiar, and a brief summary will suffice.

The small scale of operations, the presence of three more or less distinctive but highly competitive types of operators, and the ease of entering the business are the basic reasons. As yet there are comparatively few well organized large scale operators, and these are small when judged by rail standards. There are thousands of little operators, with very few trucks or even a single truck. The law at the present time, makes a distinction between the common carrier and contract carriers and attaches greater responsibilities, or gives lesser opportunities, to the former than to the latter. Both, and especially the common carrier, are continually faced with actual or potential competition from private truck operators whether it be by industries, commercial or shipper organizations, or farmers.

The depression has increased the difficulties of the industry. It has drawn many unemployed into the business, has made thousands of second hand trucks available at low prices, and by low labor, fuel, and tire costs has invited their purchase. The abundance of labor to be had at low wages has stimulated cut-throat competition between operators who have wanted to maintain high or reasonable standards of employment and those who have been

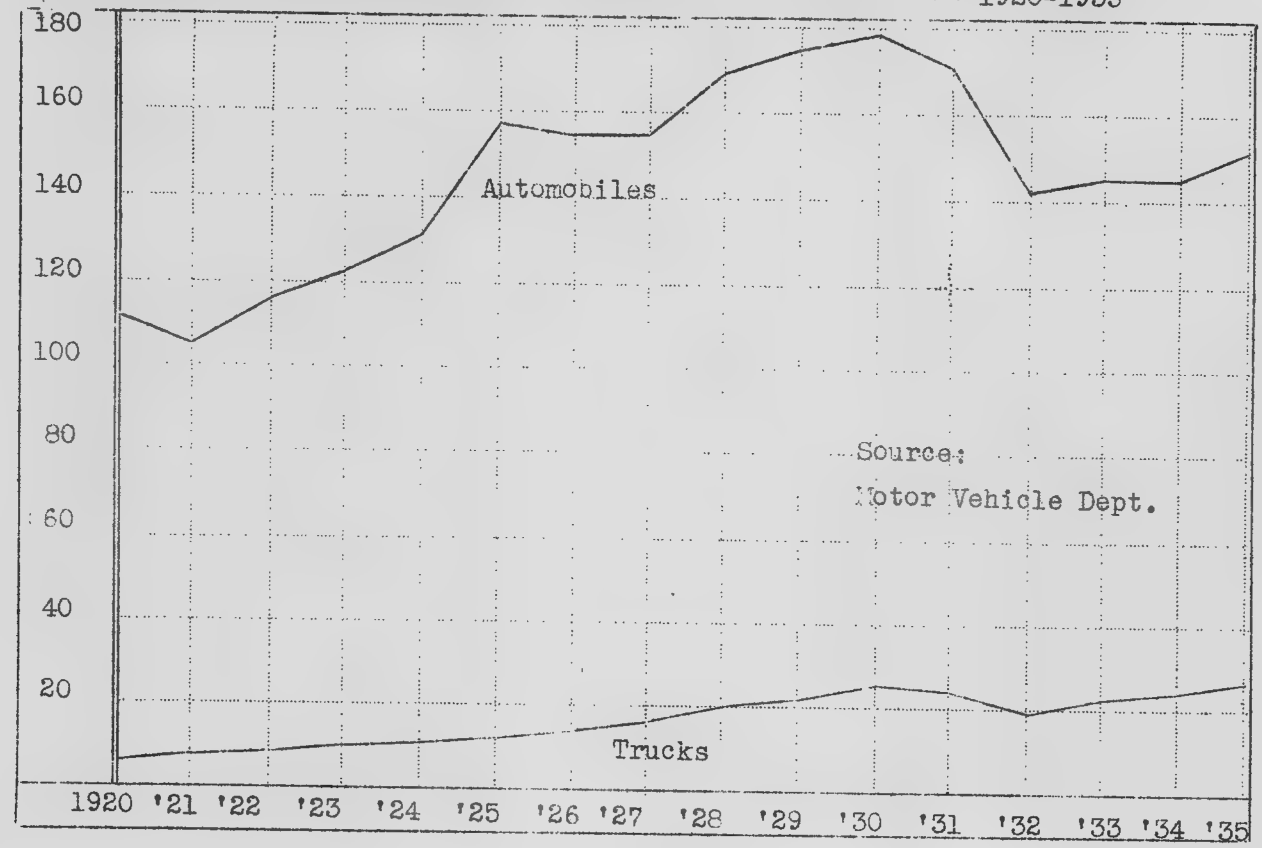
Figure 5. LICENSED TRUCK OPERATORS IN SOUTH DAKOTA 1926-1935



Source: Reports on file in Motor Vehicle Dept.

Figure 6.

TREND OF AUTO & TRUCK REGISTRATIONS IN SOUTH DAKOTA 1920-1935



Source:
Motor Vehicle Dept.

willing to exploit labor, either as a matter of deliberate policy or from necessity. In brief, the depression has lowered the standard of living of the industry.

The foregoing analysis does not wholly apply to the intercity motorbus industry, although it is far from prosperous. The carrying of passengers is for the most part, a common-carrier business and lends itself to organization on a broad scale. Contract operators, so large and disturbing a factor in the trucking industry, are generally lacking. The responsibilities of the operators are greater and entrance into the industry, therefore, requires substantial financial resources. Travelers, unlike shippers, can do little shopping around and except in a minor degree, can individually exert no pressure for special rates. The better organization of the industry has also tended to prevent such exploitation of labor as has characterized parts of the trucking industry.

The foregoing brief summary of conditions in the motor transport industry shows the need for improvement in the interest of the industry itself, wholly apart from the welfare of the other forms of transportation or the general public interest.

The following is an explanation of the classes of Motor Carriers as found in the Motor Vehicle Laws of the State of South Dakota:

Class A Motor carriers shall embrace all motor carriers operating between fixed termini or over a regular route, under regular rates or charges, based upon either station to station rates or upon a mileage rate or scale.

Class B Motor Carriers shall embrace all motor carriers operating under regular rates or charges based upon either station to station rates or upon a mileage rate or scale, and not between fixed termini or over a regular route. Provided, that carriers of this class may transport between fixed termini or over a regular route entire cargoes only, consisting of livestock, agricultural products, farm machinery, heavy hardware and mill feed, from one consignor to one consignee under regular rates or charges based upon station to station rates.

Class C Motor Carriers shall embrace all motor carriers operating motor vehicles for distributing, delivering or collecting oils, oil products, goods, wares, merchandise or commodities where the remuneration is fixed in and the transportation service furnished under a contract, charter, agreement or undertaking, where such carrier does not engage in or hold itself out to furnish service to the public generally.

RIVER TRANSPORTATION River transportation in South Dakota has not, as yet, been developed to any appreciable degree. The development of the Mississippi and Lower Missouri Rivers has, however, reached a point where considerable tonnage can be transported by barge and tug boat to the larger industrial centers.

Tentative plans for the development of the Missouri River from Sioux City, Iowa to the Yellowstone River in Montana are being made.

Figure 7 shows the extent to which inland waterways in the U. S. have been developed and also prospective routes for the extension of the development of these potential waterways.

It has been estimated that by the development of the Missouri River in South Dakota approximately 60% of the heavy commodities shipped in and out of those counties lying within a 75 mile radius of the several potential ports on the river which could be moved by water would amount to approximately 1,669,937 tons in an average year.

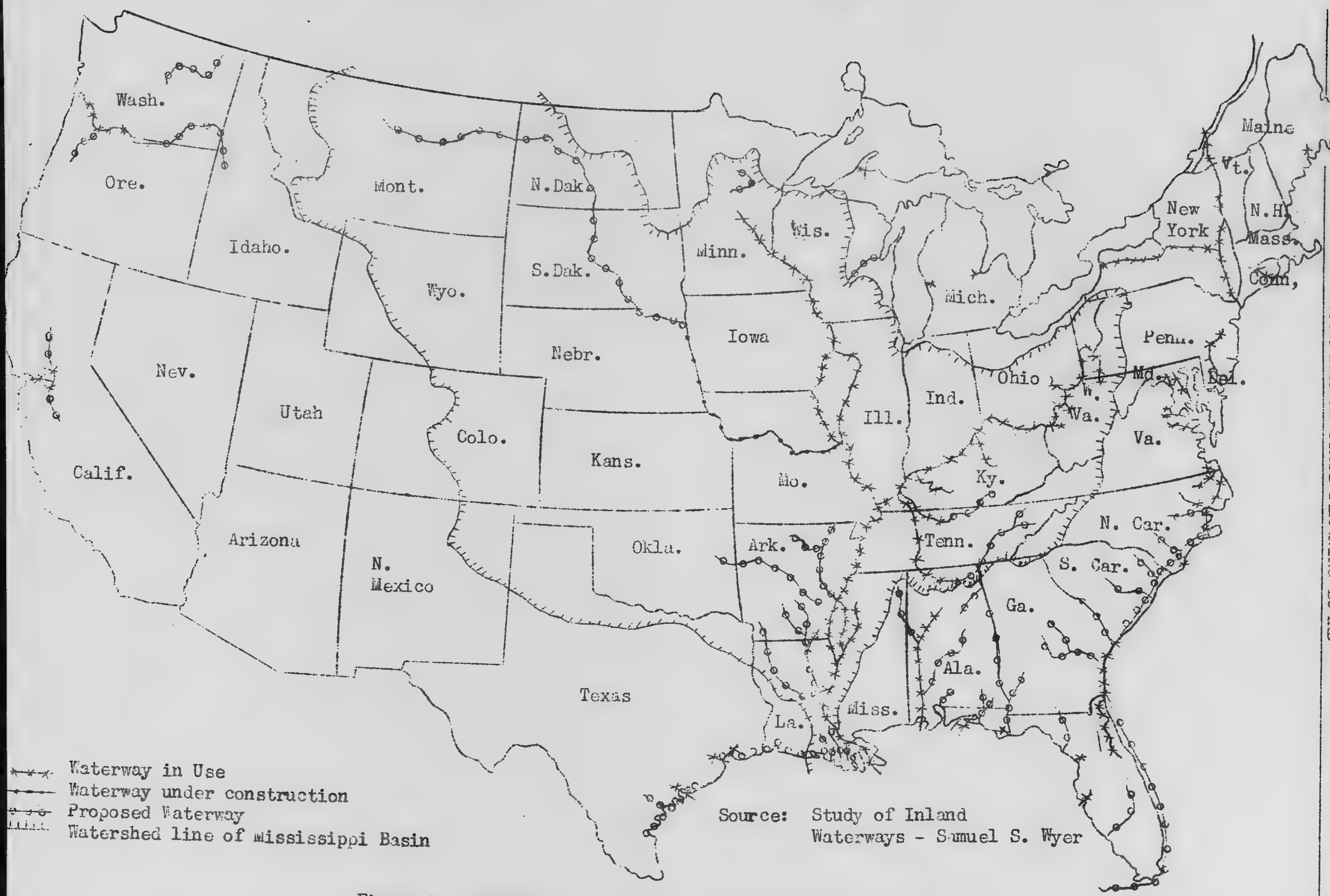
PIPE LINES No extensive development of pipe lines has, as yet, been seen in South Dakota.

Natural gas is at the present time, the only commodity transported by pipe lines into the state. Figure 8 shows the location of the present pipe lines in the state.

The pipe line serving the Black Hills region enters the state in the vicinity of Camp Crook in Harding County, extending south to Belle Fourche, Sturgis and Rapid City. A branch between Belle Fourche and Sturgis extends to Deadwood, Lead and Spearfish. Although this line was extended through what can be considered the most undesirable area for pipe line development in the state geographically, it is nevertheless a profitable enterprise as two very large industries, the sugar plant in Belle Fourche and the State Cement Plant in Rapid City are served.

This pipe line in the Black Hills has been constructed from the Baker fields in Montana.

The only pipe line the eastern section of the state has is located at Sioux Falls. This line extends from the mid-continent fields and enters the state a few miles south and east of Sioux Falls, being constructed through Iowa and south eastern Minnesota.

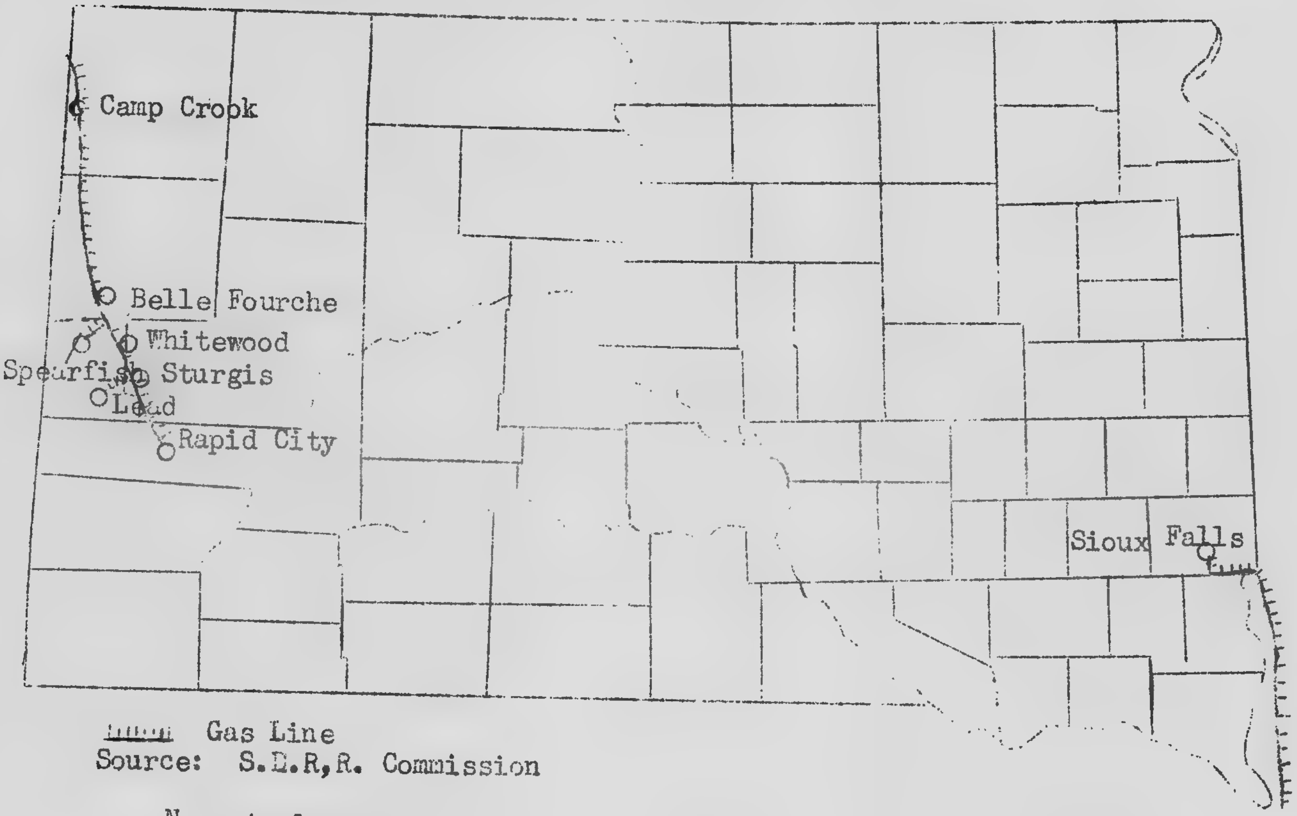


Source: Study of Inland Waterways - Samuel S. Wyer

Figure 7 - PRINCIPAL WATERWAYS OF THE UNITED STATES

Figure 8

LOCATION OF GAS PIPE LINES IN SOUTH DAKOTA



Source: S.D.R.R. Commission

No petroleum products enter the state via pipe lines. All these products are shipped in by railroads directly from the refineries in the south, east and west.

AIR TRANSPORTATION South Dakota is not, at the present time, adequately served by air transport facilities. Many factors have been responsible for this retarded development among which are, the inability of air line operators to secure desirable and necessary air mail carrying contracts, poor ground facilities such as landing fields, hangers and various other necessary ground equipment and lack of general public interest in air travel.

Figure 9 shows the location of the only air line now in operation in the state, and also the location of suitable air ports.

A line from Minneapolis through Watertown, Huron, Pierre to Rapid City was at one time in operation, but has been abandoned because of the failure to secure a mail carrying contract.

Present plans call for the lighting of the route from Sioux City to Bismark which, if carried out, will change the present route and include Mitchell, Woonsocket, Huron and Redfield, cities not on the present route.

Considerable progress has been made in the last few years in the development of air ports in the state. Many communities have seen the advisability of having well developed air ports and have done much to encourage their construction.

The only county owned and maintained airport in the state is located at Spearfish. This air port is in the opinion of the District Aeronautics

Commissioner, one of the best in the state. Other well constructed air ports are located at Pierre, Rapid City, Mobridge, Aberdeen, Watertown, Huron, Sioux Falls, Redfield, Brookings, Mitchell, Howard and Yankton.

The Aeronautics school located at Brookings in connection with the Department of Engineering of South Dakota State College, is recognized as one of the best in the country, and will undoubtedely do much to foster the development of air transportation in the state.

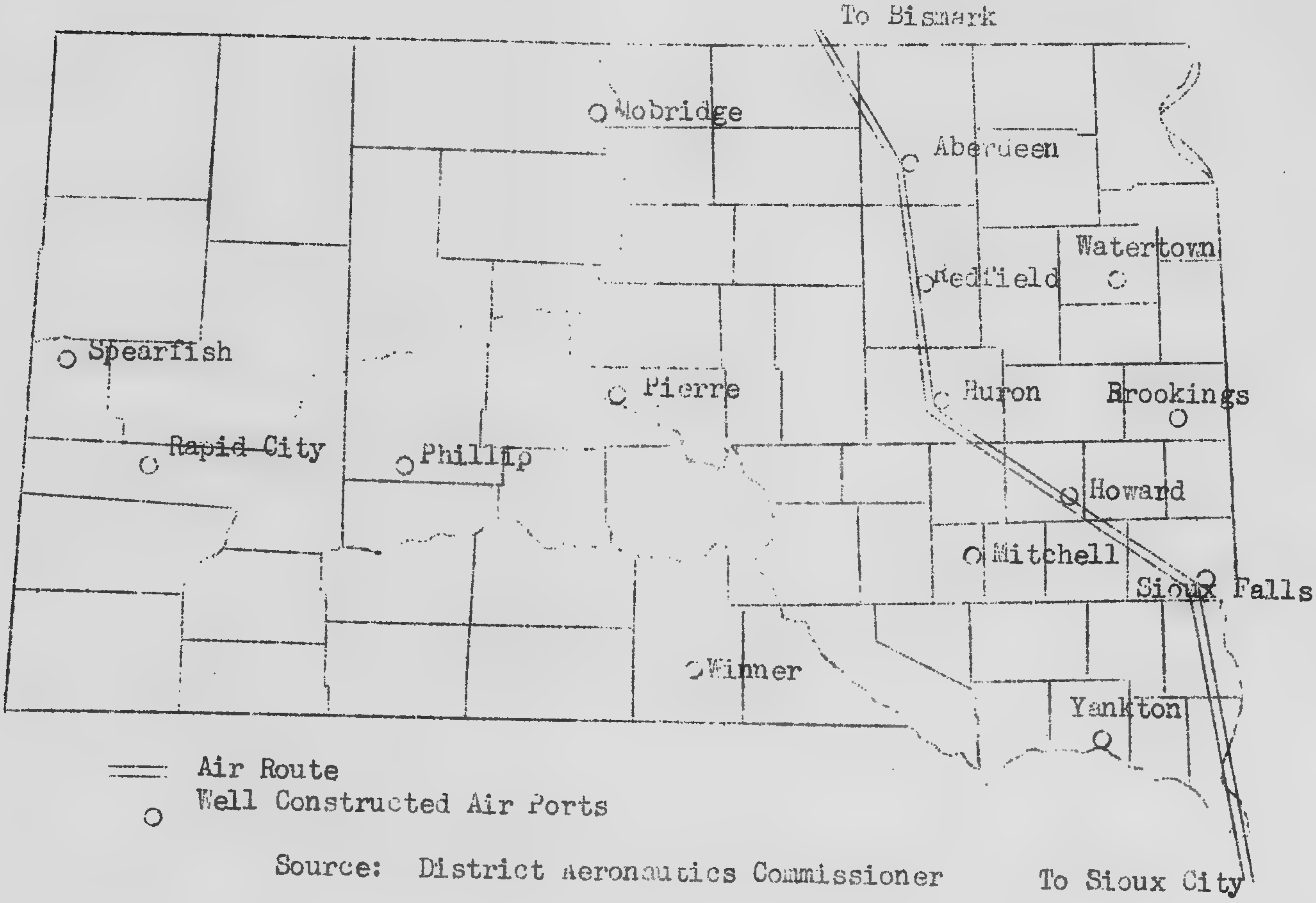
Interstate connections from the principle air ports in South Dakota are shown on Figure 10. The necessity for the air line from Rapid City to Minneapolis, which has recently been abandoned, is evident, as no other lines serve this area at the present time.

LAKES The movement of commodities into and out of South Dakota that are at the present time transported jointly by rail and lake facilities comprise to a large extent such commodities as coal, general merchandise, farm machinery, wool and some grain.

The South Dakota Railroad Commission has been successful in securing joint rail and barge rates on specific commodities that have in many cases reduced the over all freight charges to the South Dakota shippers.

Figure 9

PRESENT AIRLINE ROUTE IN SOUTH DAKOTA - 1936



Source: District Aeronautics Commissioner

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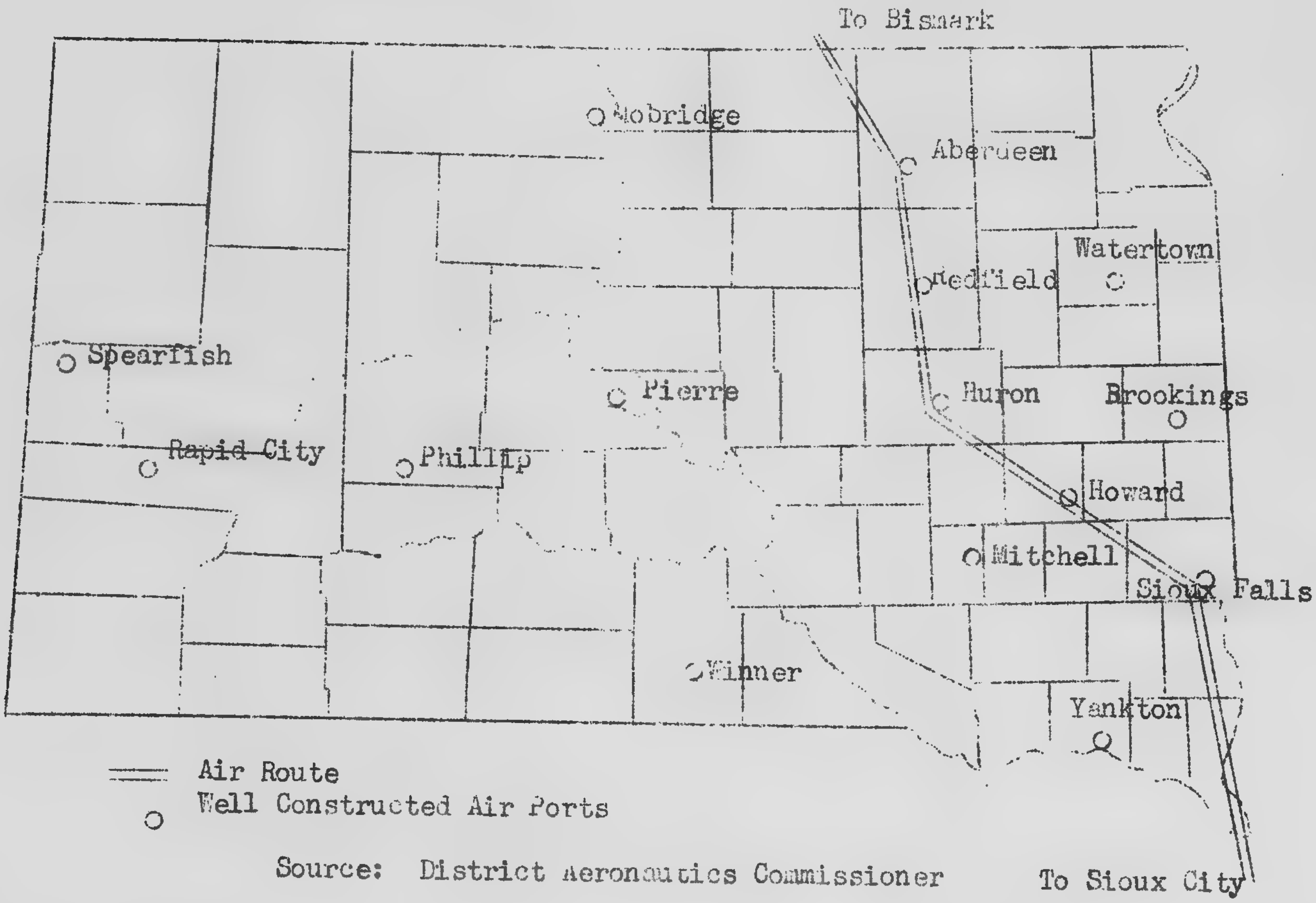


Source: District Aeronautics Commissioner

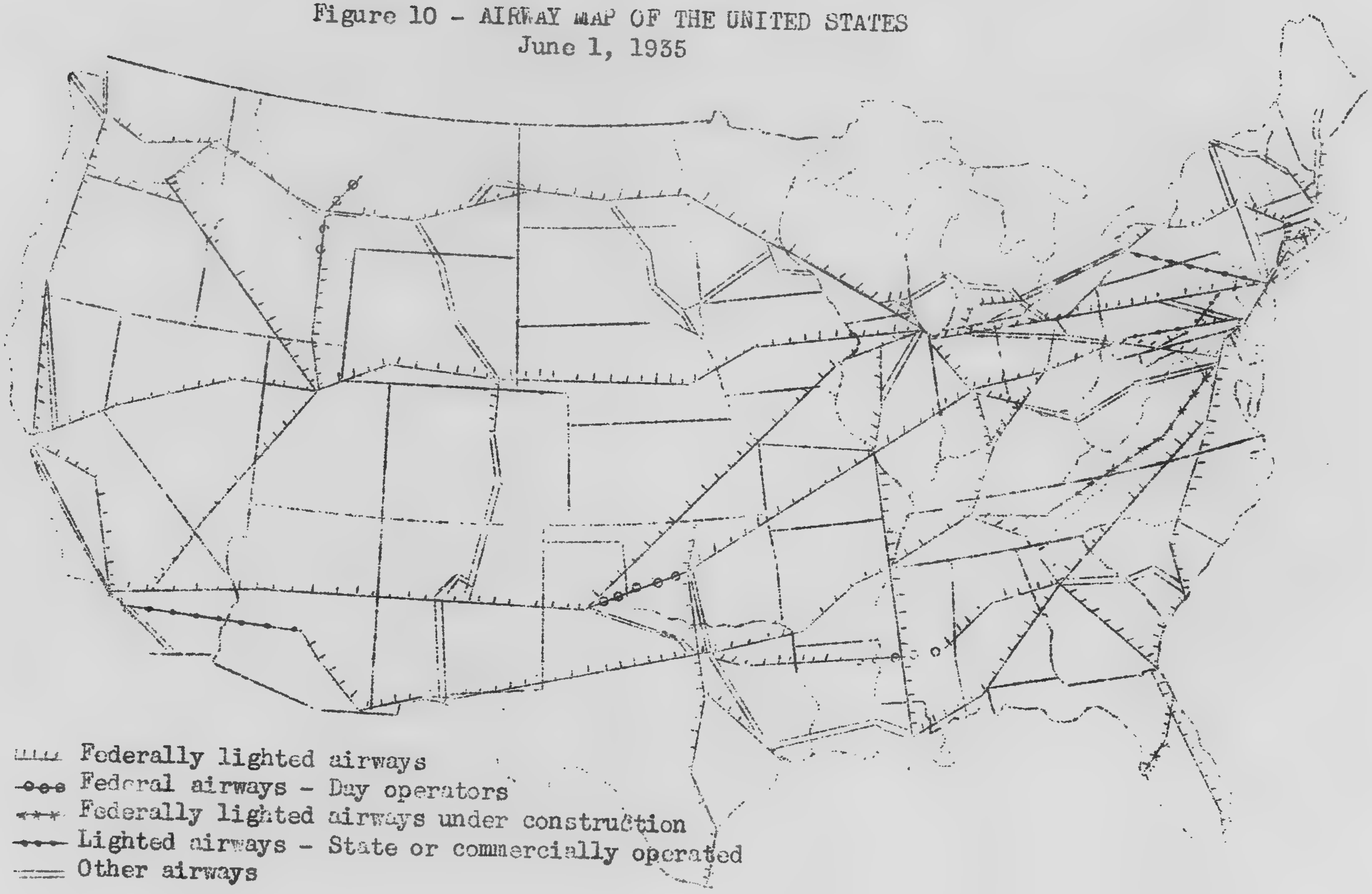
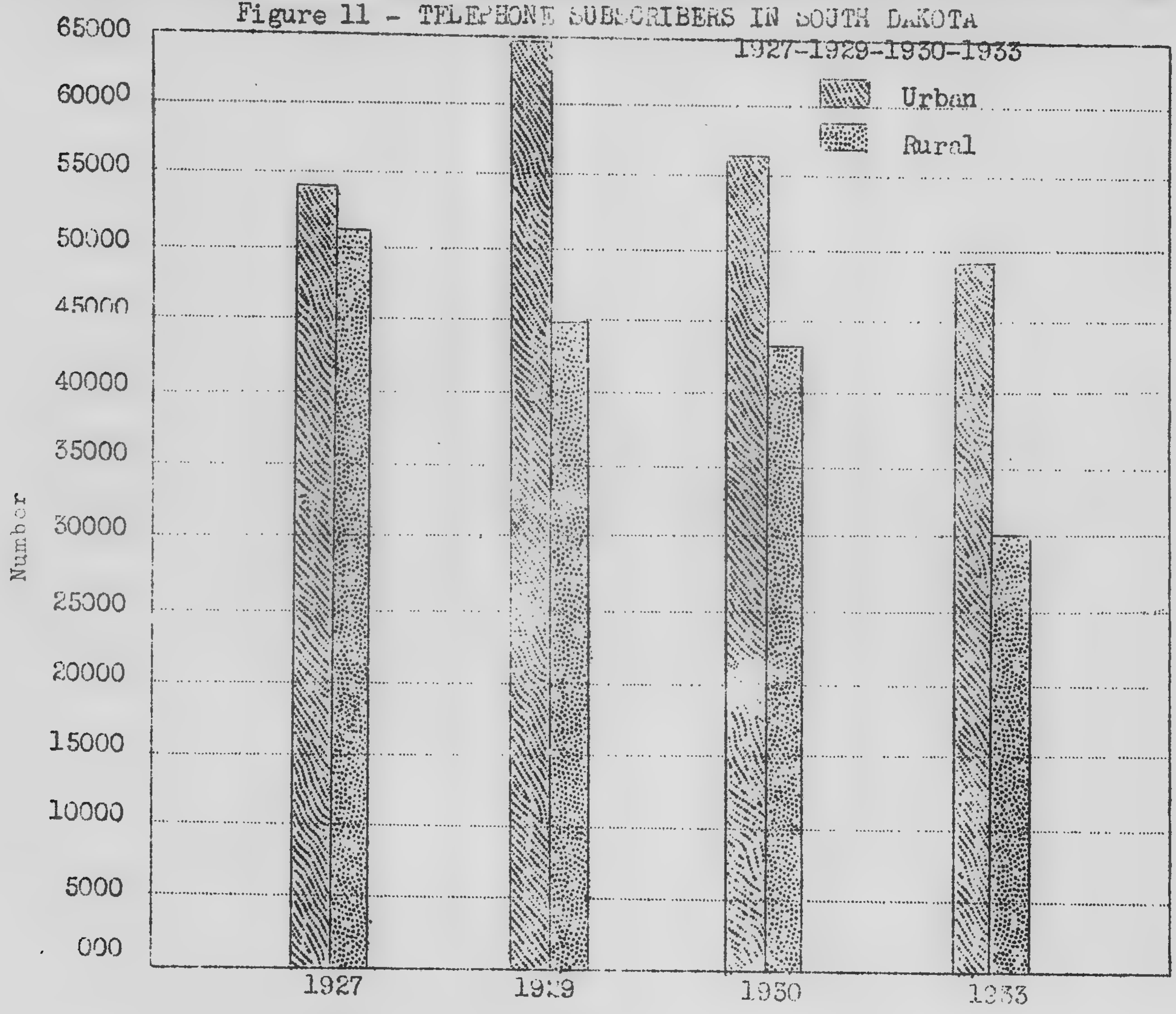

Federally lighted airways
Federal airways - Day operators
Federally lighted airways under construction
Lighted airways - State or commercially operated
Other airways

Figure 10 - AIRWAY MAP OF THE UNITED STATES
June 1, 1935

Source: U. S. Dept. of Commerce

Figure 11 - TELEPHONE SUBSCRIBERS IN SOUTH DAKOTA 1927-1929-1930-1933



Source: S. D. R. R. C.

TELEPHONE AND TELEGRAPH FACILITIES South Dakota is served by three large telephone companies, the Dakota Central Telephone Company, Central West Public Service Company and the Northwestern Bell Telephone Company, and 624 small Exhhanges and Rural Companies. 1/

Three telegraph companies, the Postal Telegraph System which follows the Soo Line Railroad, the Continental Telegraph System that follows the Chicago, Milwaukee, St. Paul and Pacific Railroad from Mobridge to Lemmon and the Western Union Telegraph Company that follows virtually all the other railroads in the state constitute the present telegraph facilities. 2/

TELEPHONES Figure 11 above shows the number of city, and rural telephone subscribers in South Dakota for the years 1927, 1929, 1930 and 1933.

From this table it can be readily seen that the number of subscribers has fallen off considerably. The percentage of the total number of families in the state rural and urban that are still telephone subscribers is shown in Figure 12.

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1 & 2. Reports on file in South Dakota Railroad Commission

TELEGRAPH As previously pointed out, South Dakota is served by three telegraph companies, The Postal Telegraph System, the Continental Telegraph System and the Western Union Telegraph System.

The extent of the development of telegraphic facilities in the state is shown in figure 13. The Postal Telegraph System, which follows the Soo Line Railroad serves 22 communities, the Continental Telegraph System, which follows the C. M. & St. Paul railroad from Mobridge to Lemmon, serves 14 communities, and the Western Union System, which has lines along practically all the remaining railroads in the state, serves 686 communities. Thus the three systems combined, serve 722 communities, in the state. However, many of the locations listed by the various companies are only railroad stations or sidings where the facilities are used only occasionally. Nevertheless it can be readily seen, that the telegraph facilities of the state are developed to a considerable extent and compare very favorably with the adjoining states.

WAREHOUSES AND ELEVATORS Warehouses and elevators constitute a very important part of the transportation facilities in South Dakota.

Although not often thought of in the sense of being a transportation facility these facilities do perform the very important function of providing the connecting link between the farmer producer and the actual transportation facility, railroad or truck, that ultimately carrys the grain to terminal markets.

Table 1 shows the trend in the number of licensed elevators, and the number of bonded warehouses in the state since 1920. The marked decline in the number of licensed elevators in the state is undoubtedly due largely to the greatly reduced production of agricultural products due to adverse climatic conditions which have prevailed for the past few years.

TABLE I
BONDED AND LICENSED ELEVATORS AND BONDED WAREHOUSES -- SOUTH DAKOTA

Year	Elevators	Bonded Elevators	Bonded Warehouses
1920	1,223	665	
1921	1,237	744	
1922	1,172	653	
1923	1,136	615	
1924	1,147	688	
1925	1,112	726	
1926	1,108	673	#24
1927	1,013	562	16
1928	1,073	681	9
1929	1,057	688	13
1930	1,049	683	18
1931	1,040	676	20
1932	939	530	20
1933	962	648	22
1934	857	518	22
1935	807	591	22

Source: Reports of South Dakota Railroad Commission
No record previous to 1926

III. RAILROADS

HISTORY AND DEVELOPMENT. Railroads have played a prominent part in the history of the state since the meeting of the first Dakota Legislature in 1862.

During the ten year period 1862-1872 several railroad companies were organized but all failed primarily because the large railroad companies did not consider the area well enough developed to warrant the expenditure of vast sum s of money in construction, and the organizers could not secure sufficient funds locally to start construction.

Finally in 1872 the Dakota Southern Railroad Company, with the assistance of a Chicago Construction Firm, started the first actual railroad construction in South Dakota. The first Dakota Southern Rail was laid at Sioux City August 29, 1872. The cars of the construction train reached Elk Point October 23, 1872 and the road was opened for general traffic to that place by November 13, 1872. The road was completed to Yankton, the Dakota headquarters of the railroad, on February 3, 1873.

The financial panic of 1873, which was nation wide, had a profound effect in Dakota territory. The Dakota Southern had just started and was having trouble with bond issues to say nothing of the panic.

In spite of the depression people were rapidly coming into the territory and the produce of the farm were increasing annually. If the people were to keep up with changing social and economic conditions further development of the railroads was necessary.

The evil effect of the railroads resulting from bond issues and graft were small compared with the economic good they attained. Protest arose concerning the taxation of the railroads. Some stood for heavy taxation, others wanted them taxed as other property. The people who desired the railroads had to keep in mind the fact that if they were to secure them they had to be careful how they taxed or proposed to tax such property. If taxes were too high or unjust it would be increasingly difficult to attract capitol for the building of them. After the railroads were once developed it would assure the territory of a larger population and with this increase in population would be a similar increase in farming and industry. Conditions would soon be at a point where railroads would need no inducement to come to Dakota.

In order to encourage the development of the territory through railroad extension a new railroad incorporation law was passed in 1879. The bill was to provide for the organization of railroad cooperations and the laws regulating their operation. It also contained a clause relating to the taxation of railroad property. The taxation feature of the bill required operating railroad companies to pay into the territorial treasury annually two per cent of it's gross earnings for the first five years and three per cent for every year thereafter. 1/ The bill was considered quite liberal by the railroads.

In 1880 the Chicago, Milwaukee and St. Paul Railroad Company purchased the Dakota Southern Railroad System. This system had constructed

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1 G. W. Kingsbury -- History of Dakota Territory
V. 2 pp 1095

its first line in Dakota in 1879 when it extended a line from the Minnesota border near Canto to Marion Junction. This line was extended through Scotland to Running Water, connecting at Scotland with the line previously constructed by the Dakota Southern Railroad Company from Yankton to Scotland. A short time later an extension from Marion Junction to Mitchell was completed.

In 1880 immigration into Dakota Territory was at a new height. The population increased from fifty thousand in 1875 to one hundred thirty five thousand by 1880. It was obvious that railroads would have to continue expanding to meet the needs of the growing population. The Northwestern had finished construction of a line from Volga to Huron and on to Pierre and the day was not far off when this line would be extended to Rapid City. In 1881 the Milwaukee constructed a line from Mitchell to Chamberlain which was to be extended to the Black Hills as soon as possible. In the same year the Milwaukee completed its line from Mitchell north to Aberdeen. Other construction in 1881 induluded: Aberdeen to Webster, Madison to Woonsocket, and Egan to Sioux Falls.

In 1882 the Milwaukee built what was known as the Elk Point cut-off in Union County, a short line connecting the Yankton line with the Sioux Falls line at a point on the Big Sioux River called Westfield. This addition shortened the distance from Yankton to Sioux Falls considerably/ The other extensions the Milwaukee system made in 1882 were: Yankton to Scotland Junction, Aberdeen to the North Dakota State line near Ellendale, North Dakota, and from Milbank to Wilmot. In 1883 the extensions from Aberdeen to Ipswich and from Wilmot to Sisseton were completed. With the completion of an extension from Scotland to Mitchell in 1884 the Milwaukee had a continuous road up the James River Valley to Jamestown, North Dakota.

The years of 1883 to 1885 were boom years in Dakota but the railroads encountered many difficulties trying to handle the volume of business as well as satisfy the farmers. Many complaints were made on the shortage of rolling stock. The elevator men claimed that their elevators were filled to capacity and that they could not get freight cars enough to relieve this situation. Often they were forced to quit accepting grain from the farmers which caused an unfavorable sentiment among the rural class.

The marked dissatisfaction of the farming class was also due to the high freight rates the railroads charged. The railroads contended that they made the settlement of the prairies possible at a great cost and that high freight rates were essential if their large investment was to pay. The settlers could not exist without the railroads, and to many it seemed they could not exist with them by reason of the costly transportation of their products. Many people were of the opinion that there was a community of interest between the railway officials and the grain buyers, and it was charged that the officials were participating in the profits of the line elevators and studiously made it difficult for independent buyers, farmers and direct shippers. The situation became worse every year and in 1885 it led to the creation of a Railroad Commission. However the commission had very little administrative power and the conditions were not relieved much. [illegible] two sides to the controversy and in truth there was no reason [illegible] facilities were placed fairly at the service of all. The farmers would not believe this condition existed. An organization called the Farmers' Alliance came into being. Its object was to secure just shipping and marketing conditions as well as to promote the social advancement of the farming people. The Farmers' Alliance culminated in the organization of the People's Party in 1890 but it was not until 1900 when there was a gradual restoration of better times for the farmer that the political movement died out. 1/

There were considerable extensions begun in 1886. Those completed were: Ipswich to Bowdle, Tripp to Armour, and Andover to the state line near Harlem, North Dakota. This craze of building continued in 1887 and the following new lines were completed in that year: Madison to Bristol, Roscoe to Eureka. Later in the year a line was built from Roscoe to Orient.

Although the railroads played a great part in the securing and holding of immigrants in Dakota, eventually leading to South Dakota becoming a state in 1889, there was very little extension building from 1890 to 1900. The panic of 1892 had a great effect upon the economic conditions within the newly organized state.

No further extensions were made by the Milwaukee until 1901. In that year the lines from Napa to Platte and from Bowdle to Evarts were completed. In 1902 a line was extended from the North Dakota border near Linton, North Dakota to Eureka. An extension from Woonsocket to Wessington Springs was constructed in 1903.

The years of 1905 to 1907 were very important ones in the expansion of the Milwaukee system in South Dakota. In 1905 work was started on the extension from Chamberlain to Rapid City. It was completed as far as Murdo in 1906 and from Murdo to Rapid City in 1907. Another extension in 1905 was built from Armour to Stickney. In 1906 a line was extended from Madison to Colton and 1907 it was extended on to Renner. A notable extension in the northern part of the state was the completion of a line from Glenham to the Missouri River.

The following extensions made in 1909, 1910 and 1911 were the last the Milwaukee constructed. They were: in 1909 from the Missouri River to Lemmon; in 1910 from Cheyenne Junction to Deupree, Moreau Junction to Isabel, and from McLaughlin to the state line near Tuttle. The last extension was from Dupree to Faith in 1911.

The relationship between the Milwaukee road and the residents of South Dakota has always been close and friendly. The road and state have grown up together. Today the Milwaukee system has about eighteen hundred miles of main and branch lines in the state which is equal to over forty per cent of the state's total rail mileage.

The Milwaukee serves some two hundred and forty stations in South Dakota and has a large investment in right-of-way (no land grants were given in South Dakota), buildings, equipment and tracks. Its tax payments for the benefit of the residents of the state amount to more than one million two hundred thousand dollars annually. In normal times it employs about three thousand persons in South Dakota whose payroll approximates four million seven hundred thousand a year. 2/

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1. Doane Robinson, History of South Dakota, American Historical Society Chicago and New York, 1930, V. 1, p. 397-98
2. Memorandum received from the executive Dept. of the Chicago, Milwaukee St. Paul and Pacific Railroad Company, November 25, 1933.

In addition to these financial interests and the benefits of passenger and freight service, the Milwaukee road advertises extensively South Dakota's agricultural and industrial advantages and scenic attractions. It attempts to bring new citizens to the state through the efforts of its Agricultural Development and Colonization Department and in many other ways aid the progress of the state.

CHICAGO AND NORTHWESTERN RAILWAY The first line of the Chicago and Northwestern Railway Company in South Dakota was built by a subordinate company, the Winona and St. Peter Railroad Company of Minnesota. It was completed from the Minnesota state line to Lake Kampeska by 1873. However the steady train service was not in operation until 1878. It was constructed in 1873 in order to hold a land grant that expired in 1874.

In 1878 the Worthington and Sioux Falls Railroad extended their line from Valley Springs, near the state line, to Sioux Falls and in the fall of 1879 they extended this line to Salem. Later in the year this railroad was absorbed by the Chicago, St. Paul, Minneapolis and Omaha Railway, which now forms part of the Chicago and Northwestern system.

The Dakota Central Railroad Company, which was a branch of the Chicago and Northwestern, filed articles of incorporation on May 16, 1879. They proposed to build an extnesion of the Chicago and Northwestern from Tracy, Minnesota west through Brookings, Kingsbury, Hand and Hughes counties to the Missouri River at the mouth of Medicine Knoll Creek. Huron was located by this company in August, 1879. In 1880 this line was extended to Pierre. The original plan was for the line to extend to Rapid City but this was not completed until 1907. Later in 1880 a line was extended from Brookings to Watertown. Early in 1881 an extension was completed from Watertown west to Clark. This was extended as far west as Redfield by 1882.

Railroads were the rpincipal cause of the great boom in population that occurred between 1880 and 1885, and they found it most difficult to meet the situation. It led to a great extension of lines in a short period. Those extended by the Northwestern in 1882 and 1883 were: from Huron north to Aberdeen, then later to Ordway, and in 1883 further north to Columbia. The line from Hawarden to Iroquois was completed in 1883. In 1884 an extension from Centerville to Yankton was completed

The years of 1885 to 1888 were very important in the Northwestern's building in South Dakota. In 1886 a line was extended northward from Doland to Verdon and extended from Verdon to Groton in 1887. The extension from Redfield to Gettysburg was started in 1886, reaching Faulkton by the end of the year. It was completed to Gettysburg in 1887. Other extensions in 1887 were: Salem westward to Mitchell, Columbia north to the state line near Oakes, North Dakota.

The first railroad to be built in the Black Hills was completed by the Home Stake Mining Company in 1881. It reached from Elk Creek to a point called Woodville, a distance of twelve miles.[1] The first outside company to build in the western part of the state was the Fremont, Elkhorn and Missouri Valley Railway, which later became a part of the Chicago and Northwestern. In 1885 a line was built from Chadron north to Buffalo

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1. G. W. Kingsbury, History of Dakota Territory, v. 2, p. 983.

Gap and in the spring of 1886 it was extended to Rapid City. The plans in view were to extend this line to Deadwood the following year. However the extension went only as far north as Whitewood by 1887, and in 1890 it was extended northward to Belle Fourche. Later in 1890 a line was extended from Whitewood west to Deadwood, a distance of about ten miles. That same year an extension was built from Buffalo Gap to Hot Springs.

In 1890 the Chicago and Northwestern extended its line from Buchard, Minnesota to Astoria, South Dakota, which was about six miles from the Minnesota state line.

The extension from Verdigre, Nebraska to Bonesteel, South Dakota was well under way by 1902. Bonesteel is about ten miles from the Nebraska state line. By 1904 this line was extended to Gregory and in 1907 it was extended four miles further to Dallas. No more construction was done on this line until 1910-1911. In 1910 it was extended from Dallas to Colome, in 1911 from Colome to Winner.

Perhaps the most important extension the Northwestern system has made since 1900 was the completion of the line from Pierre to Rapid City in 1907, a distance of one hundred and sixty eight miles. This addition completed the Northwestern line across the state.

1907 was a great year for the railroads of the state. They prospered more that year than in many previous years. The grain and cattle shipping as well as other freight traffic was very heavy, and there was a great increase in passenger traffic.

The only remaining extensions made by the Northwestern system until 1927 were the two completed by separately incorporated companies in 1910. The James River Valley and Northwestern Company built a line from Gettysburg to Blunt and the Belle Fourche Valley and Northwestern Railroad built a line from Belle Fourche to Newell.

The Northwestern constructed no more lines for fifteen years. In 1927 three miles were extended on the Belle Fourche branch. Later that year a line was extended from Nisland to Vale. The last extension of the Northwestern line, completed in 1929, was a thirty four mile extension from Winner to Wood.

The Chicago and Northwestern Railroad has played a very important part in the development of the state. Today the Northwestern system operates over twelve hundred and fifty miles within the state and serves some one hundred and eighty two stations. The taxes they pay the state annually are enormous. The Northwestern is second to the Milwaukee in total rail mileage and it is the Milwaukee's chief competitor.

Although only a fourth of the lines operated by the Northwestern are west of the Missouri, it has been a great factor in the development of that section of the state. The company operates more miles of road west of the Missouri in South Dakota than any other railroad.

GREAT NORTHERN RAILWAY In 1887 the Great Northern, then called the St. Paul, Minneapolis and Manitoba Railway, built its first lines in South Dakota. The construction was done by the Duluth and Denver Railway, a subsidiary of the Manitoba. A line was completed from the Minnesota border to Watertown. In 1888 the line was extended to Huron.

The Wilmar and Sioux Falls Railroad Company was organized at Sioux Falls in 1886 for the purpose of securing a railroad connection from Minnesota into Sioux Falls. Later in the year a group of prominent citizens of Sioux Falls had a conference with the Great Northern people at St. Paul to determine the possibilities of securing that road to Sioux Falls. In 1888 a line was completed from the Minnesota border to Sioux Falls. The Wilmar and Sioux Falls Railway later became a part of the Great Northern system. The following year the Great Northern built from the North Dakota state line to Aberdeen, a distance of fifty five miles.

The Sioux City and Northern Railroad Company built a line in 1891 from Sioux City to Garretson, South Dakota, of which ten miles is within South Dakota. A few years later it became part of the Great Northern Railway.

The Great Northern extension from Sioux Falls to Yankton was completed in 1894. The line at this time was known as the Yankton and Southwestern.

A company known as the South Dakota Central Railway company, a local organization, built a line from Sioux Falls to Rutland in 1905-1906 which was extended as far north as Watertown by 1907. This line was later absorbed by the Great Northern system.

The Greqt Northern system has a total mileage of three hundred and sixty five miles within the state. It ranks third among the competing companies with in the state in total mileage.

MINNEAPOLIS AND ST. LOUIS RAILWAY

The first line of the Minneapolis and St. Louis built in South Dakota was completed by a subsidiary company, the Wisconsin, Minnesota and Pacific Railway, in 1884. It was extended from the Minnesota state line to Watertown.

In 1907 when railroad building was again at its height the Minneapolis and St. Louis extended its line from Watertown to Leola in McPherson County, a distance of about one hundred and forty miles. Later in that year a branch line was completed from Conde in Spink County to the Missouri River at Le Beau. Both lines were known at this time as the Minnesota, Dakota and Pacific Railway, a subsidiary of the Minneapolis and St. Louis system.

Today the Minneapolis and St. Louis system operates over two hundred seventy miles within the state.

CHICAGO, BURLINGTON, AND QUINCY RAILWAY

The Chicago, Burlington and Quincy Railway lines in South Dakota have been confined to the extreme western part, mainly the Black Hills section.

In 1888 the Burlington and Missouri River Railroad Company (now part of the Chicago, Burlington and Quincy) built a line from the Nebraska border to Marietta and in 1890 this was extended westward to the Wyoming state line. In 1891 a line was extended from Edgemont to Deadwood and in 1892 from Englewood to Spearfish. No further extensions were made until 1900 when a short line was completed from Hill City to Keystone.

The Chicago, Burlington and Quincy system has made no further extension to date. They operate about one hundred ninety seven miles of road within the state.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY The Burlington, Cedar Rapids and Northern Railway, which now forms part of the Rock Island system, built only two lines in South Dakota. In 1884 they constructed their road from the Minnesota state line to Watertown. At this time they planned to extend it to Aberdeen, but the plan was never carried out. In 1886 the people of Sioux Falls voted about sixty-thousand dollars worth of city bonds to the Burlington, Cedar Rapids and Northern Railway which made it possible for the railroad to enter Sioux Falls from Iowa.

The Rock Island system has over eighty-two miles of road within the state. Their coming to Sioux Falls and Watertown strengthened the two cities' claims as manufacturing and industrial centers.

RAPID CITY, BLACK HILLS WESTERN RAILWAY In 1905 the Missouri and Northwestern Railway Company purchased the Dakota and Wyoming line, which extended from Rapid City to Mystic, a distance of thirty four miles. This road was built in 1902.

BLACK HILLS AND FORT PIERRE RAILWAY The Black Hills and Fort Pierre Railroad built a line from Lead to Piedmont between 1881-1890. The line was completed from Bucks to Este by 1889 and later pushed on to Lead. This line was later purchased by the Chicago Burlington and Quincy Railroad Co. and incorporated into their system.

FOREST CITY AND SIOUX CITY RAILWAY In 1890 the Forest City and Sioux City Railway built a line from Forest City to Gettysburg a distance of sixteen miles. This line, however, has been abandoned.

WYOMING AND MISSOURI RIVER RAILWAY A line was completed in 1899 by the Wyoming and Missouri River Railway from Belle Fourche to the Wyoming border, a distance of twelve miles. In 1928 the company was given authority by the Interstate Commerce Commission to abandon the line. The case was closed June 26, 1929.

ILLINOIS CENTRAL RAILROAD The Illinois Central operates only one line in South Dakota. This one is out of Sioux Falls. It was built from the Minnesota state line to Sioux Falls in 1887, a distance of fifteen miles.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY The Minneapolis, St. Paul & Sault Ste. Marie Railway, more commonly known as the Soo Line, operates 108.49 miles of line in South Dakota. One branch extends from the North Dakota State Line to Grenville, South Dakota and another from the North Dakota State line to Pollock, South Dakota.

MOUND CITY AND EASTERN RAILWAY The latest railroad company to start operations within the state is the Mound City and Eastern.

The company was incorporated by Julius Rosholt in 1928 and the line was to be constructed between Mound City and Long Lake. At the present time the line is completed from Long Lake to Leola where connections are made with the Minneapolis and St. Louis Railroad.

From time to time many other lines were planned but never constructed.

CONSTRUCTION DATES Table 2 shows when the several extensions into and within the State of South Dakota were constructed and put under operation.

TABLE 2

RAILROADS Dates when the several extensions into and within the State of South Dakota were constructed and put under operation.

C. M. & St. P. System	Year	Mileage
State Line near Sioux City to Yankton	1872	54.39
Elkpoint to Beloit, Ia.	1878)	
Beloit to Sioux Falls	1879)	33.61
Big Stone to Webster	1880	57.12
Pipestone, Minn. to Madison	1880	37.30
State Line near Canton to Marion	1879	38.47
Marion to Running Water	1879	62.85
Marion to Chamberlain	1880	111.30
Mitchell to Aberdeen	1881	128.31
Webster to Aberdeen	1881	49.90
Madison to Woonsocket	1881	59.90
Egan to Sioux Falls	1881	34.20
Yankton to Scotland Jct.	1882)	
Scotland Jct. to Mitchell	1886	75.50
Aberdeen to State line near Ellendale, N. Dak.	1882	32.72
Milbank to Wilmot	1882	17.00
Wilmot to Sisseton	1893	20.10
Aberdeen to Ipswich	1883	26.50
Ipswich to Bowdle	1886	30.52
Tripp to Armour	1886	20.45
Andover to State line near Harlem, N. Dak.	1886	38.71
Madison to Bristol	1887	103.02
Roscoe to Eureka	1887	26.39
Roscoe to Orient	1887	40.99
Eureka to State Line near Linton,, N. Dak.	1902	14.05
Napa to Platte	1901	82.00
Bowdle to Avarts	1901	40.65
Woonsocket to Wessington Springs	1903	15.58
Armour to Stickney	1905	20.67
Chamberlain to Murdo	1906	75.78
Murdo to Rapid City	1907	143.47
Madison to Colton	1906	19.12
Colton to Renner	1907	13.96
Glenham to Missouri River	1907	11.65
Missouri River to Lemmon	1909	91.86
Cheyenne Jct. to Dupree	1910	83.20
Dupree to Faith	1911	23.41
Moreau Jct. to Isabel	1910	59.40
McLaughlin to State Line near Tuttle	1910	8.53

TABLE 2 (cont.)

Chicago & North Western Railway System	Year	Mileage
Minnesota State Line to Gary	1872)	
Gary to Watertown	1873)	34.48
Valley Springs to Sioux Falls (CSTPM&O)	1878	16.20
Sioux Falls to Salem (CSTPM&O)	1879	39.60
Minnesota State Line to Volga	1879	24.61
Volga to Pierre	1880	184.50
Brookings to Watertown	1880	43.83
Watertown to Clark	1881	31.10
Clark to Redfield	1882	40.00
Redfield to Faulkton	1886	32.50
Faulkton to Gettysburg	1887	42.65
Huron to Ordway	1881	87.10
Ordway to Columbia	1883	5.70
Hawarden to Iroquois	1882	125.49
Centerville to Yankton	1884	28.46
Doland to Groton	1885-1887	38.84
Chadron to Buffalo Gap (FE&MV)	1885	37.55
Buffalo Gap to Rapid City (FE&MV)	1886	48.14
Salem to Mitchell (CSTPM&O)	1887	32.40
Rapid City to Whitewood (FE&MV)	1887	36.47
Columbia to State Line near Oakes, N. D.	1886	24.87
Whitewood to Belle Fourche (FE&MV)	1890	31.19
Whitewood to Deadwood (FE&MV)	1890	9.13
Nebraska State Line to Bonesteel	1902	9.63
Bonesteel to Dallas	1907	30.45
Buffalo Gap to Hot Springs (FE&MV)	1890	14.12
Pierre to Rapid City	1907	165.48
Blunt to Gettysburg (JRV&NW)	1910	39.55
Belle Fourche to Newell (FV&NW)	1910	23.52
Dallas to Winner	1910 -19 11	21.50
Minnesota State Line to Astoria	1900	6.80
Winner to Wood	1929	33.60

Minneapolis & St. Louis R. R. Co.	Year	Mileage
Minnesota State Line to Watertown ([illegible]&P)	1884	44.25
Watertown to Leola (MD&P)	1907	114.13
Conde to LeBeau (MD&P)	1907	115.47

Great Northern System	Year	Mileage
Watertown to Huron (DW&P)	1887	44.25
Minnesota State Line to Watertown	1888	69.84
N. D. State Line to Aberdeen	1889	55.00
Minnesota State Line to Sioux Falls (W&SF)	1888	24.31
Sioux Falls to Yankton	1894	58.34
Garretson to Sioux City (SC&N)	1891	10.08
Sioux Falls to Rutland (W&SF)	1905-1906	42.00
Rutland to Watertown (W&SF)	1907	60.80

Chicago, Rock Island & Pacific	Year	Mileage
Minnesota State Line to Watertown (BCR&N)	1884	71.85
Iowa State Line to Sioux Falls (BCR&N)	1886	10.91

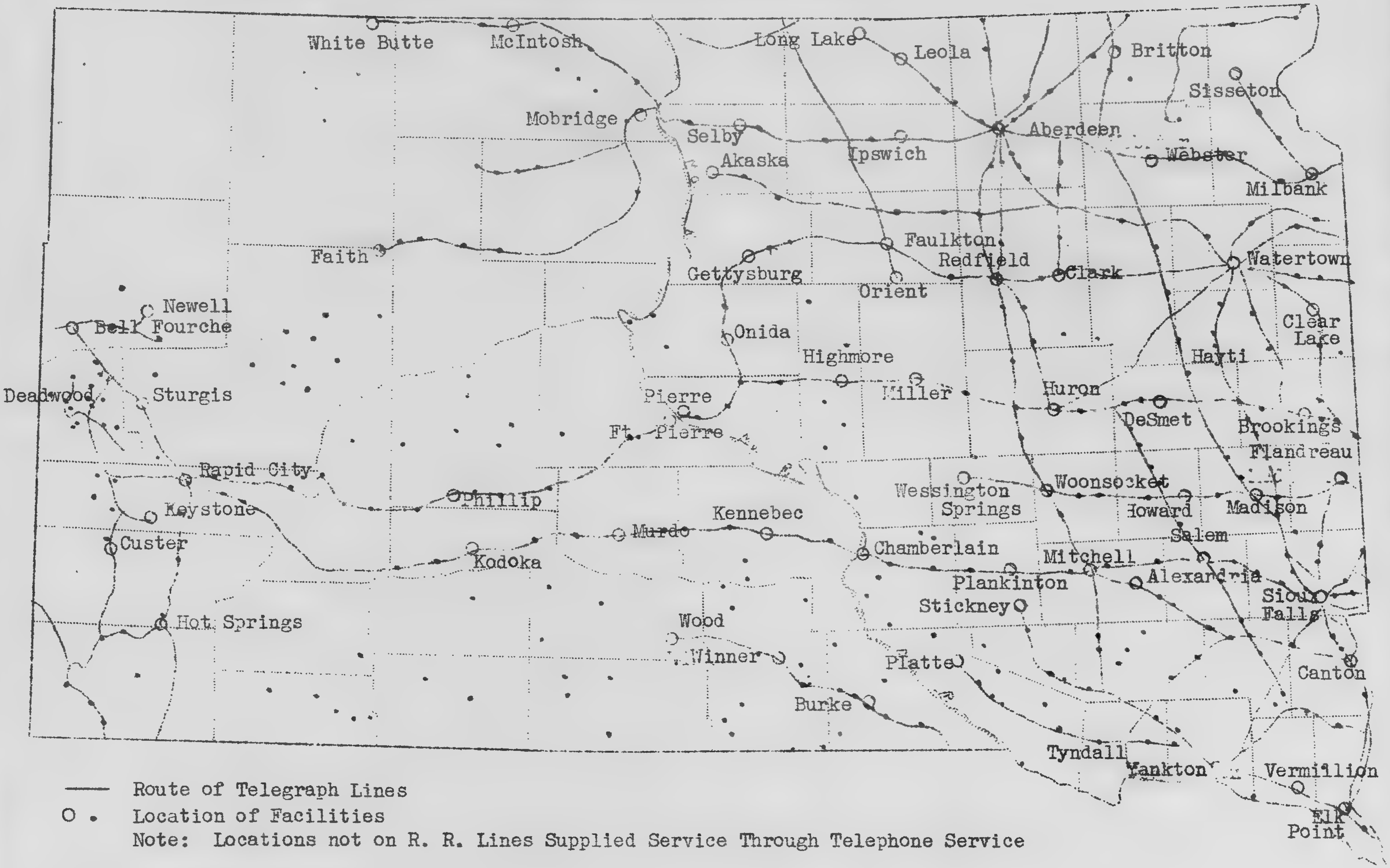
TABLE 2 (cont.)

Chicago, Burlington & Quincy Railroad		Year	Mileage
Nebraska State Line to Mariette	(B&MR)	1888	35.64
Marietta to Wyoming State Line	(B&MR)	1890	13.24
Edgemont to Deadwood		1891	106.36
Englewood to Spearfish		1892	31.91
Hill City to Keystone		1900	9.50
Rapid City, Black Hills & Western			
Rapid City to Mystic	(MR&NW)	1906	34.00
Illinois Central			
Minnesota State Line to Sioux Falls	(D&SC)	1887	14.95
Soo Line			
North Dakota State Line to Pollock		1902	33.56
N. D. State Line to Grenville	(F&V)	1914	74.25
Black Hills & Ft. Pierre			
Lead to Piedmont		1881-1890	37.94
Bucks to Este		1899	11.32
Forest City & Sioux City			
Forest City to Gettysburg		1890	16.00
Belle Fourche to Wyoming State Line		1899	11.90
Mound City & Eastern			
Leola to Long Lake		1929	17.90

PRESENT STATUS OF RAILROAD DEVELOPMENT IN SOUTH DAKOTA In 1935, the total mileage of all railroad lines operating in South Dakota was 4,951.75 miles. Figure 14 shows the location of the railroad lines in South Dakota. The figures for 1935 are as follows:

	Railroads	Mileage Owned Mainline, 1935	Branches & Spurs, 1935	Mileage Operated
1.	C. B. & Q. R. R. Co.	48.88	125.81	236.36
2.	C. M. St. P. & P. R. R. Co.	1039.93	749.12	2158.36
3.	C. & N. W. R. R. Co.	376.93	887.50	1461.26
4.	C. R. I. & P. R. R. Co.	72.60	9.87	97.75
5.	C. St. P. M. & O. R. R. Co.	88.20		106.55
6.	Great Northern R. R. Co.		364.14	408.98
7.	Illinois Central R. R. Co.	19.96		21.55
8.	M. & St. L. R. R. Co.	40.12	216.93	287.05
9.	M. St. P. & S. St. M. R. R. Co.		108.49	116.11
10.	R. C. B. H. & W. R. R. Co.	32.20		38.75
11.	M. C. & E. R. R. Co.	17.90		19.02

Figure 13. LOCATION OF TELEGRAPH FACILITIES - SOUTH DAKOTA



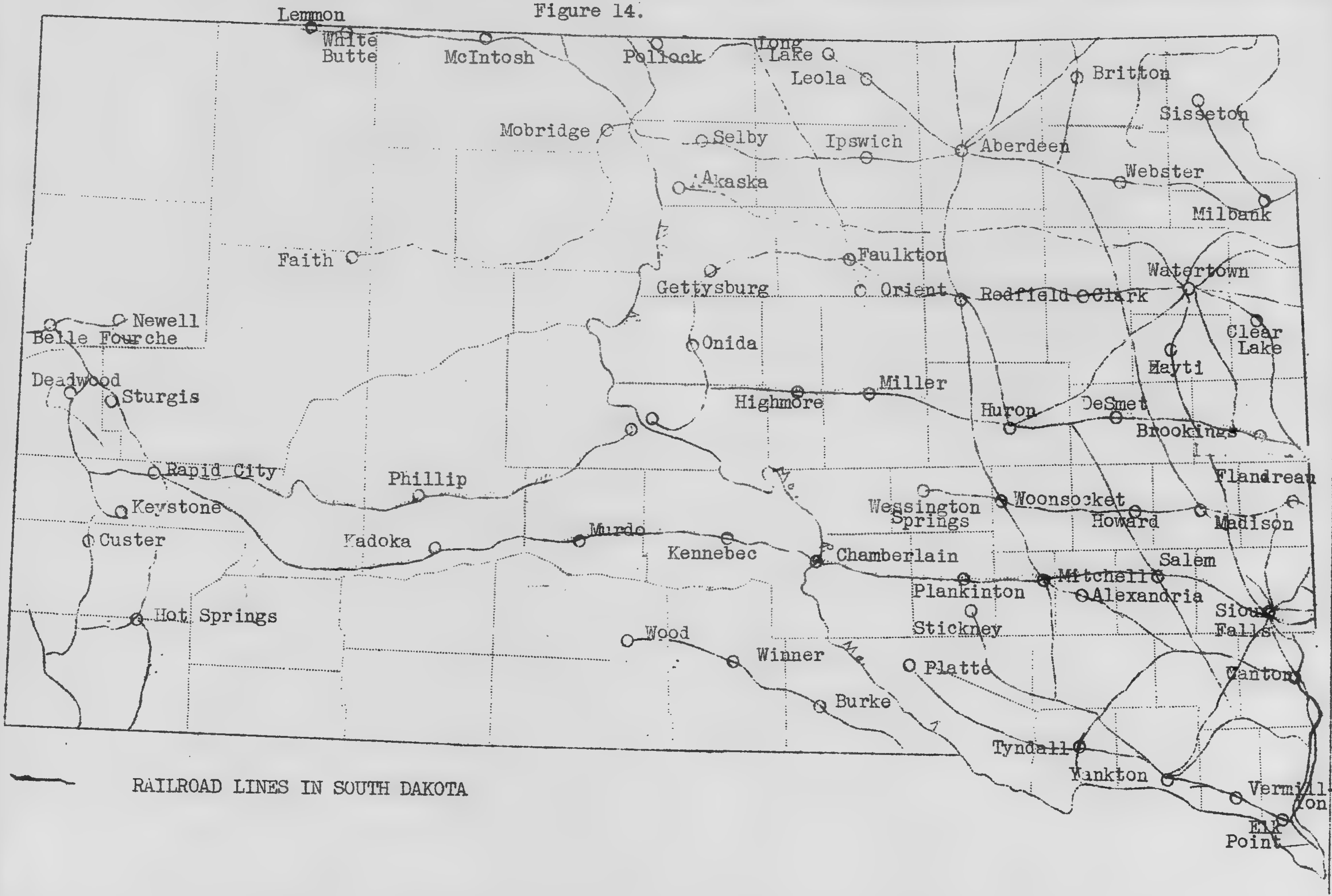
Route of Telegraph Lines

○ • Location of Facilities

Note: Locations not on R. R. Lines Supplied Service Through Telephone Service

Source: Reports on file in S. D. R. R. C.

Figure 14.



RAILROAD LINES IN SOUTH DAKOTA

SOUTH DAKOTA STATE PLANNING BOARD

The comparative values, that is physical values, which includes all physical property, both operating and non-operating is shown in Table 3.

TABLE 3
PHYSICAL VALUE OF ALL RAILROAD PROPERTY IN SOUTH DAKOTA
1925-1931-1933-1934

Railroad				
C. N.W.	$38295958.00	$45584543.00	$37567443.00	$41480938.00
C.B.&Q.	11417799.00	11358224.00	10971241.00	10259674.00
C.M.St.P.&P.	55346939.00	59814810.00	52796710.00	52706071.00
C.St.P.M.&.O	2731761.00	3136745.00	2693948.00	2730892.00
C.R.I.& P.	1615235.00	2177422.00	1878388.00	1480831.00
G.N.	8394742.00	8547676.00	7765051.00	7276764.00
M.&St.L.	4628606.00	4263722.00	4348695.00	4393678.00
Soo Line	1560995.00	1440284.00	1552041.00	1571155.00
I.C.	701160.00	763123.00	650337.00	690121.00

Approximate valuation for Illinois Central for 1925
Source: South Dakota Railroad Commission

In arriving at these values, Mr. Ross Miller, Senior Engineer of the South Dakota Railroad Commission, took the value of all the physical property, equipment, and road as of 1918 and applied an average depreciation charge against it. This average depreciation from his calculations amounted to approximately twenty per cent of the original value. Like depreciation in value of all land owned by the railroads was also applied to this valuation figure. However, in the case of the land values, the percentage decrease in value common to the majority of the land acreage in the state, was applied to the value of all railroad land. Whenever extensions and betterments were made, that is new property added to any of the railroad holdings in the state, these depreciations figures were applied to compensate the like decrease in the older railroad property. However in the case of the 1931 valuations, as shown in table 3, this depreciation percentage was not taken on the extensions and betterments made that year and consequently the figures for that year are somewhat higher than the other three years shown in the table.

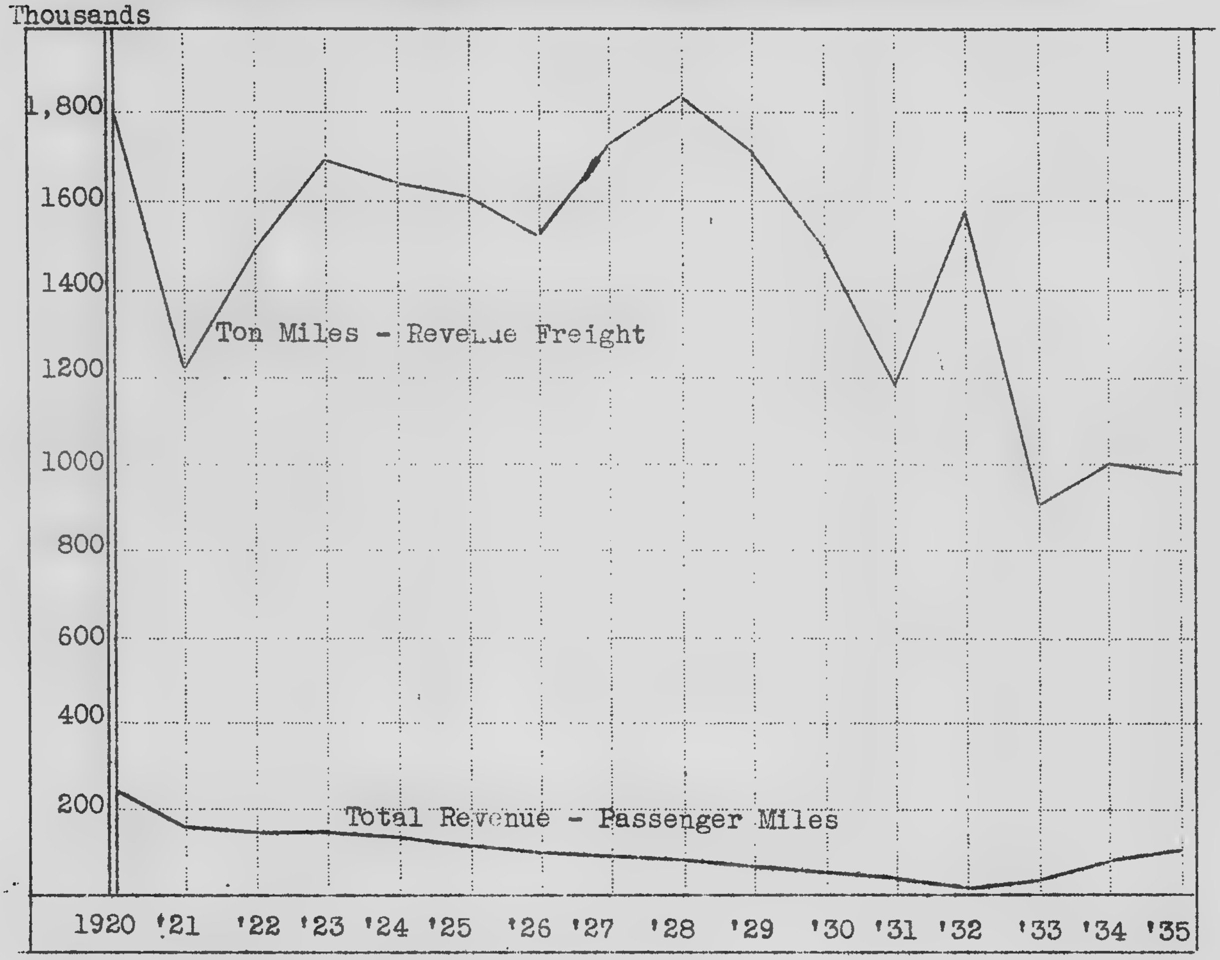
ANALYSIS OF TRAFFIC To analyze the volume of revenue freight hauled by all railroads in South Dakota, data on the ton-miles of revenue freight hauled were used. Figure 15 shows the ton-miles of revenue freight hauled during the period 1920-1935 by lines operated in South Dakota.

Normal fluctuations in the volume is noted up to 1929, with the total ton-miles hauled in 1928 the high point. From 1929 to 1935 the volume has decreased, with an increase noted only in 1932 and 1934. The low point during the period was reached in 1933, when the total ton-miles of revenue freight carried amounted to only 54.6 per cent of the 1920-1929 average.

The decreasing volume of revenue freight carried can possibly be explained by considering the greatly reduced production of agricultural products, because of the severe drought, the general depressed economic conditions and the wide spread division of traffic from the railroads to other means of transportation.

Figure 15.

TOTAL FREIGHT AND PASSENGER TRAFFIC-SOUTH DAKOTA - 1920-1935



Source: Railroad Reports made to S. D. R. R. C.

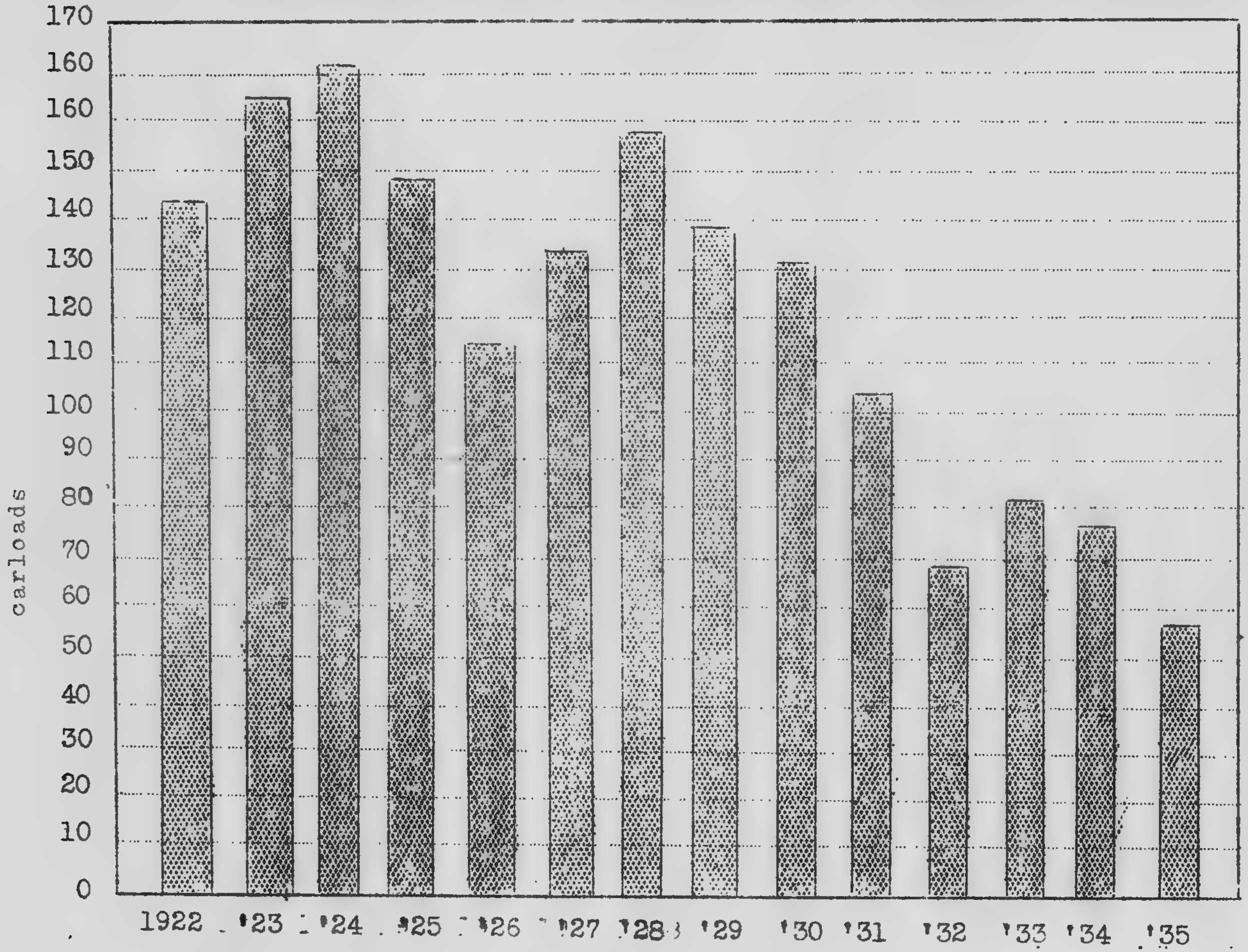
Passenger traffic data is analyzed on the basis of revenue passenger miles. It will be noted in Figure 15 that a steady decline occurred from 1920-1932 in the total revenue passenger miles for all railroads operating in the state. From 1932 to and including 1935, a slow but constant increase is noted. However, the volume for 1935 amounted to only 39.4 per cent of the 1920-1929 average.

The steady decline in passenger travel is undoubtedely due in part to the greatly increased useage of private automobiles and bus line operations. However, the railroads are endeavoring to regain much of this lost traffic by inaugurating faster and more comfortable passenger trains, by the reduction of rates, and by joint operations with motor vehicles.

Data on the volume of express carried by railroads is not available. However, it is generally conceded that this particular type of business has been greatly reduced during the past few years, but will undoubtedely again reach its normal capacity when the general depressed business conditions again become normal.

FREIGHT TONNAGE Further analysis of the freight tonnage hauled by the railroads in South Dakota is shown in Figure 16, total number of tons of freight originating in South Dakota.

Fig. 16 - TOTAL ORIGINATING FREIGHT - SOUTH DAKOTA IN CARLOADS 1922-1935

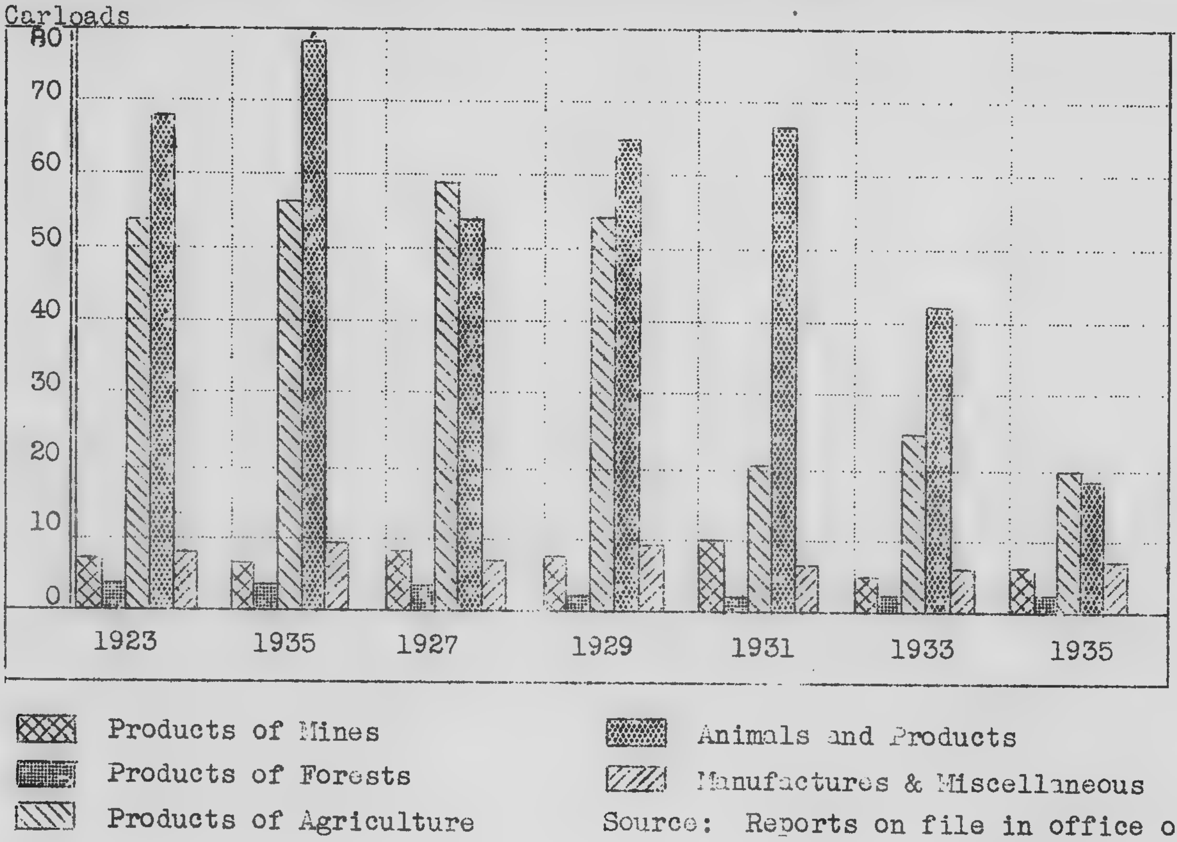


Source: Reports on file in office of S.D.R.C.

It will be noted that the total number of carloads of freight originating in the state maintained a farily constant level, with only normal fluctuations occurring until 1930. Since 1930 however, the originating freight has declined considerably, with only 1933 showing a slight increase over 1932 and with the following two years 1933-1934 showing a considerable decrease. In 1935 the total number of carloads of freight originating within the state reached the lowest point since 1922, when it amounted to only 40.4 per cent of the 1922-1931 average.

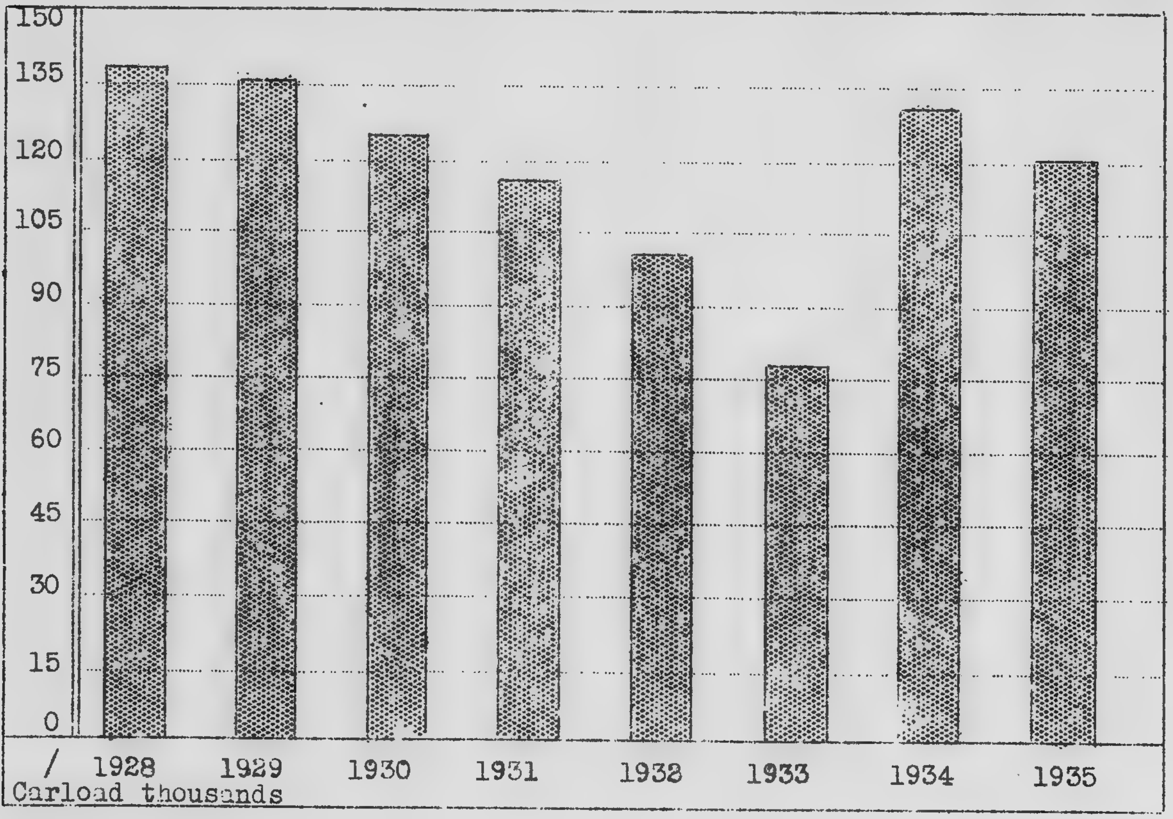
The data presented in figure 17, pertaining to the originating freight in South Dakota can be used to some extent as an indication of conditions within the state. As seen in the graph, the greatest volume of originating freight consists of the products of agriculture and animals and animal products. Those years during which the originating freight was large usually follow years in which the production of agriculture products and livestock was large. For instance, the figures for 1928 show that the volume of originating products of agriculture and animal and animal products was very large. It can therefore be safely assumed that the production of these two items was large in 1927. In other words, the data given pertaining to originating freight can be taken to some extent as picturing the production of specific commodities the year previous to that given for the originating tonnage of that commodity in the table.

Figure 17. CLASSIFIED ORIGINATING FREIGHT-SOUTH DAKOTA



Source: Reports on file in office of S.D.R.R.C.

Figure 18. TOTAL TERMINATING FREIGHT- -- SOUTH DAKOTA -- 1928 - 1935



Source: Reports on file in office of S. D. R. R. C.

Shown in Figure 18 is the volume of terminating freight in South Dakota for the period 1928-1935. It will be noted that the total number of carloads of freight terminating in South Dakota declined steadily from 1928 to 1934, with 1934 being only 66.1 per cent of the 1928-1935 average.

Again, as with the originating freight, the volume of agriculture products, and the animal and animal products tonnage terminating in South Dakota, figure 19 can be used to some extent in picturing the general agricultural and economic conditions within the state. However, these figures, whenever larger than the normal, indicate poor production periods. That is, for example, the figure for 1934 for products of agriculture, indicates that the previous year, 1933, was a poor production year, necessitating the shipping into the state large amounts of agricultural products.

The trend in the total revenue freight carried, originating, terminating and all other revenue freight carried for the five classifications used in the analysis of the originating and terminating freight is shown in Figure 20.

Further analysis of the tonnage of Agricultural Products and Animals and animal products, carried in South Dakota is shown in figures 21 and 22.

Only the leading agricultural products produced and the principle types of livestock raised in the state were selected for this analysis.

The large extent to which railroad tonnage is dependent upon crop and livestock production in the state is clearly noted when a comparison is made between figures 1 and 2, and figures 21 and 22. The trend in the tonnage of agricultural products carried follows very closely the trend in the production of these commodities in the state. In the case of the trend in the tonnage of animals and animal products carried by the railroads as compared with the trend in the production of livestock, this close relationship is not so pronounced. This can be explained to some extent, when consideration is given to the ever increasing number of "drive ins" to the principle livestock markets receiving South Dakota livestock as shown in table 15 page .

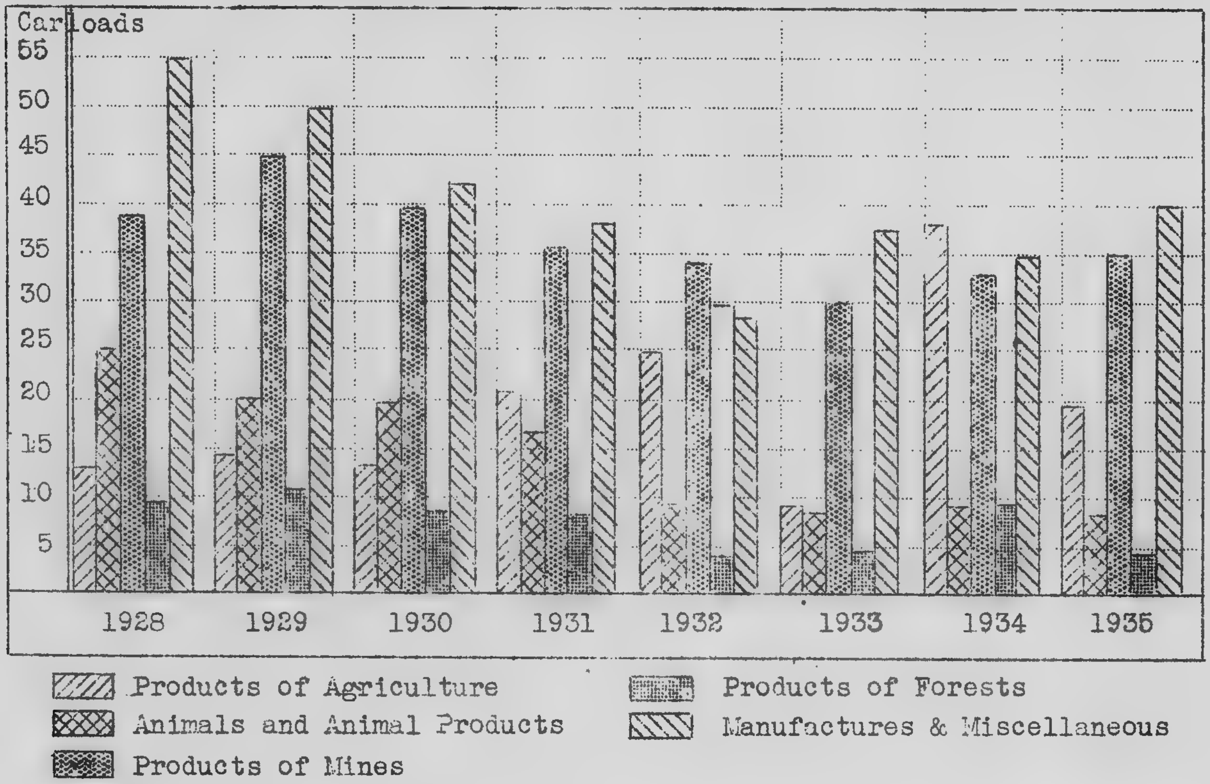
TRAFFIC DENSITY Traffic density is calculated on the basis of the number of tons carried one mile per mile of line. Shown in Figure 23 is the traffic density, calculated on the average number of miles operated in 1928, for the Class I railroads by states in Western District for the period 1925-1930. The data given in figure 23 indicates that South Dakota is low in traffic density for the states in the Western District. However, these figures do not present a true picture of the situation.

Due to the accounting system employed by the various railroad companies in apportioning traffic among the various states, the traffic situation as it actually exists is not pictured. The traffic density is based upon the number of miles the traffic moves within the state, regardless of whether it originates or terminates within the state.

A concrete example of the accounting system will bring out its inequitableness.

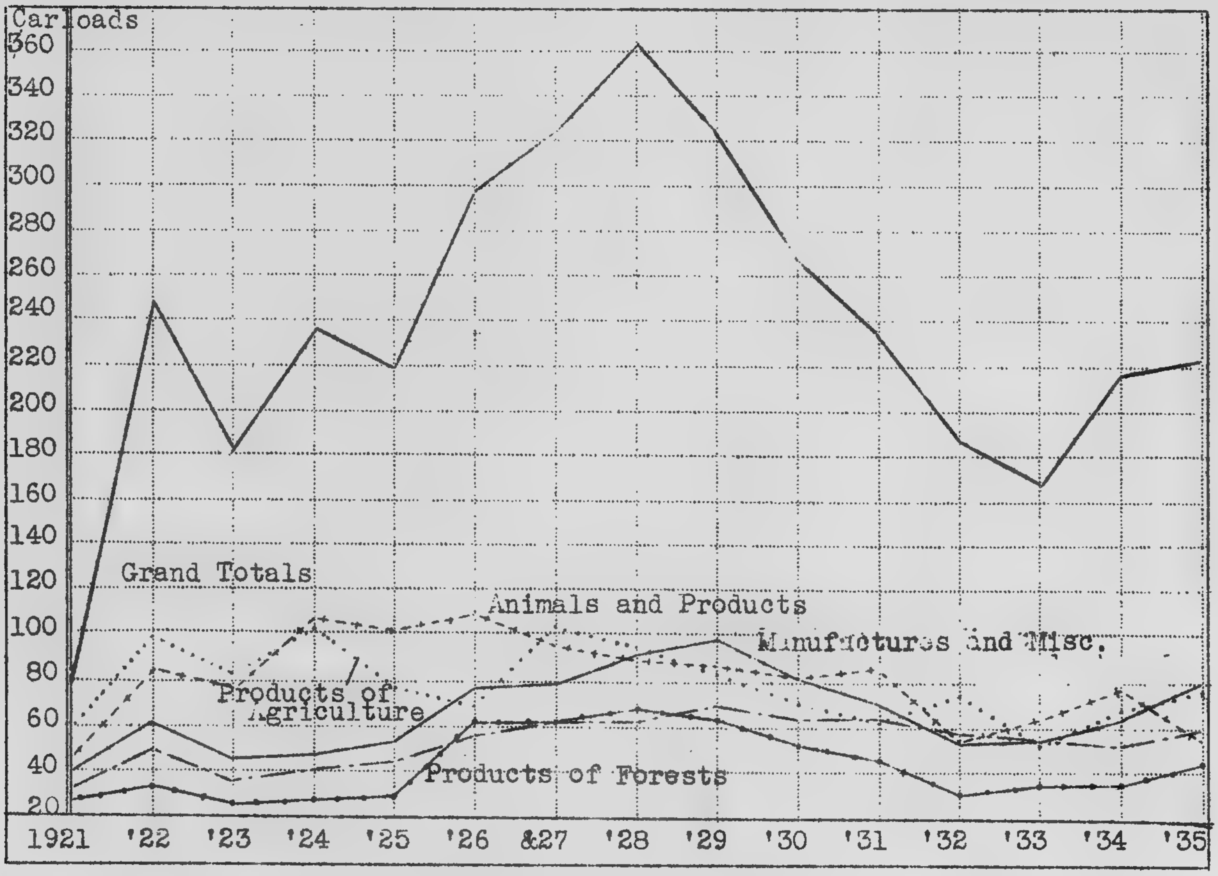
Considering the year 1924 as an average year for carload shipments originating in South Dakota and terminating at the points indicated in table 4, and locating the center of gravity of production in the state for

Fig.19 CLASSIFIED TERMINATING FREIGHT - SOUTH DAKOTA



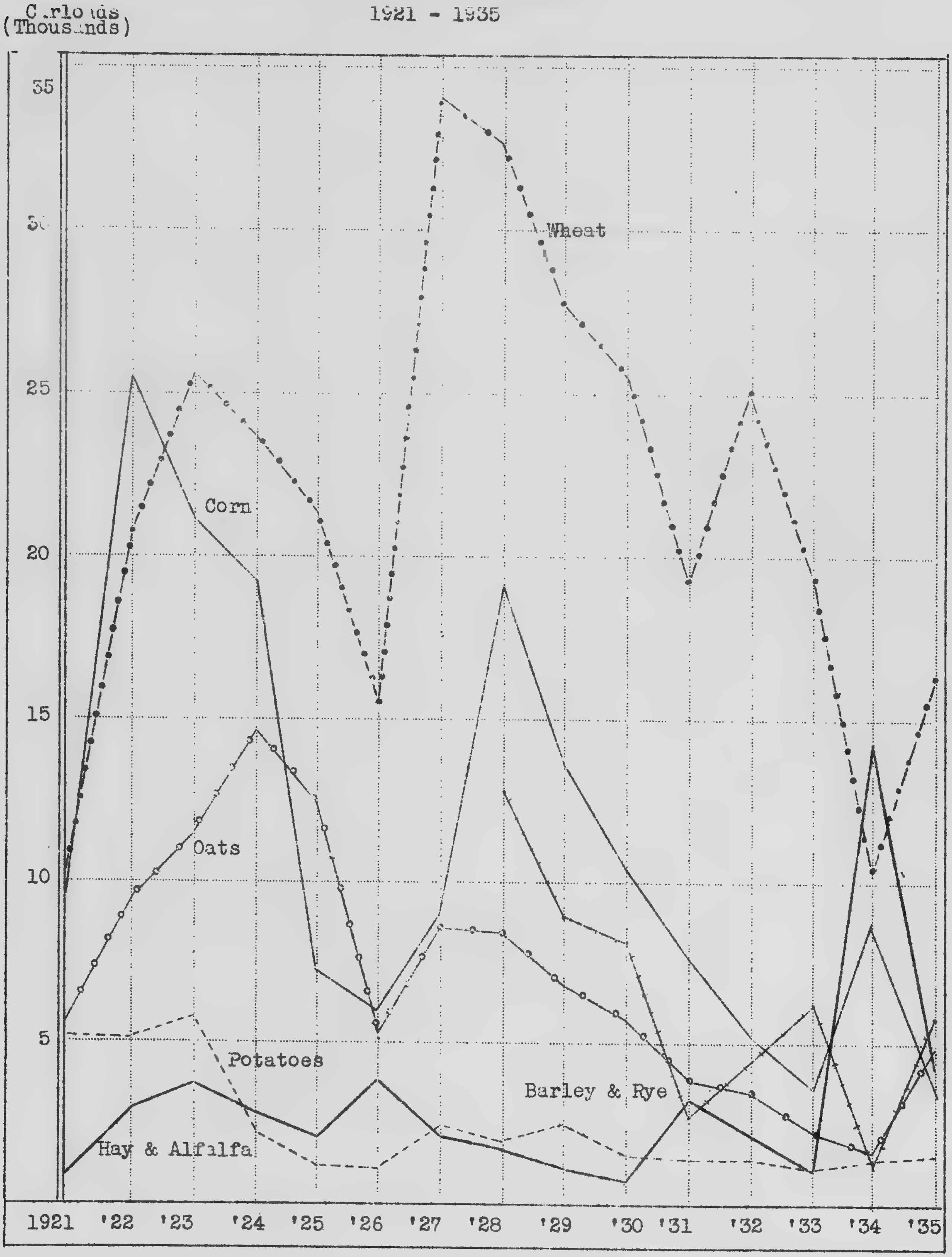
Source: Reports on file in office of S. D. R. R. C.

Figure 20.
TREND IN TOTAL FREIGHT CARRIED IN SOUTH DAKOTA IN CARLOADS



Source: R. R. Reports made to S. D. R. R. C.

TREND TOTAL REVENUE FREIGHT CARRIED DURING YEAR FOR ALL LINES IN PRODUCTS OF AGRICULTURE
1921 - 1935

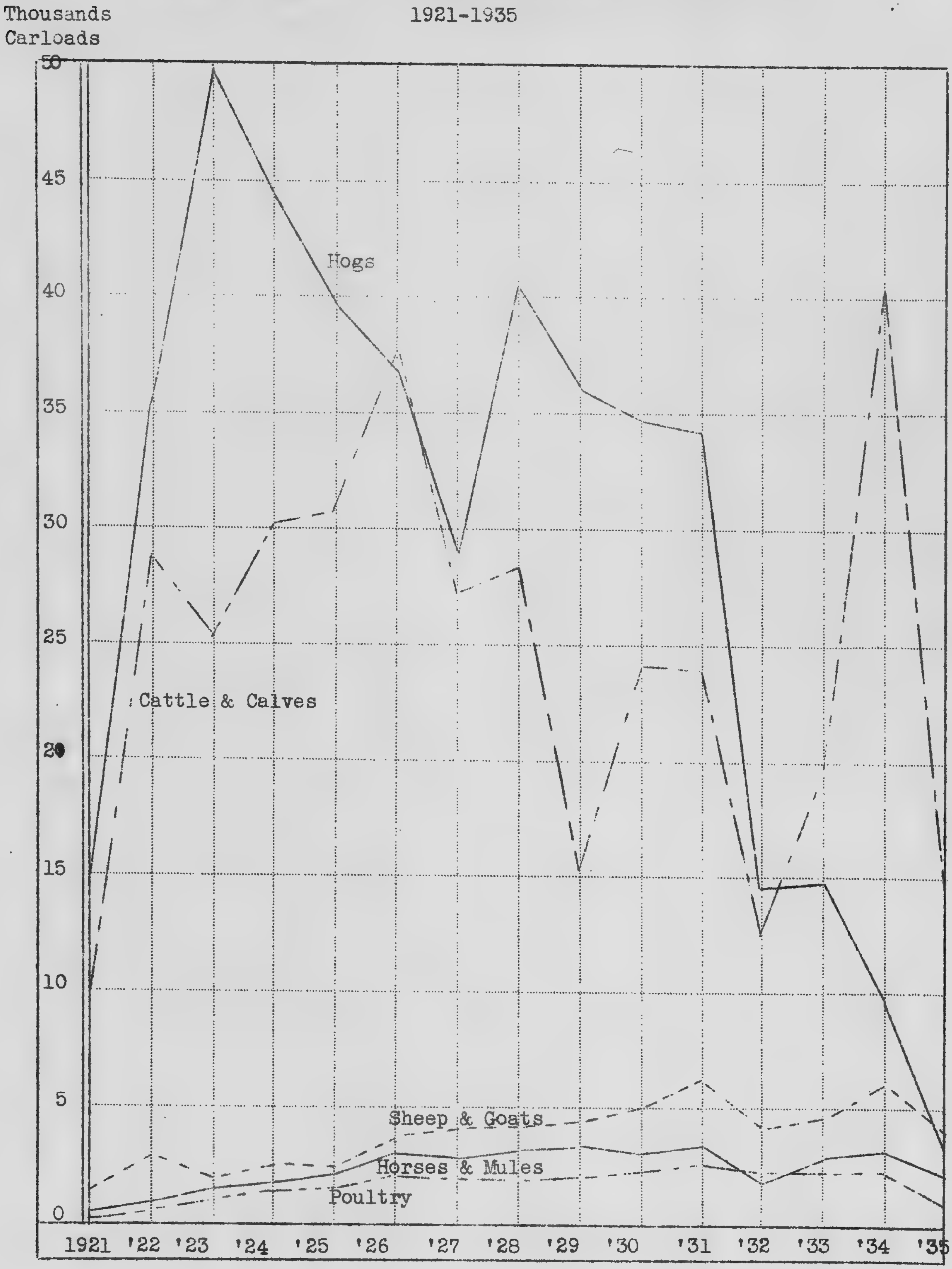


Source: Reports on file in office of S.D.B.R.C.

Figure 21.

Figure 22

TREND IN TOTAL REVENUE FREIGHT CARRIED IN SOUTH DAKOTA
HORSES & MULES-CATTLE & CALVES-SHEEP-GOATS-HOGS-POULTRY
1921-1935



Source: R. R. Reports - S. D. R. R. Com.

that same year, the traffic density allocations were worked out using the accounting system employed by the railroad companies in making their allocations. Using the shipments from the center of gravity of production in South Dakota to Chicago as an example, the following situation as indicated in table 4 is revealed:-

> There were 535 carload shipments originating at the center of gravity of production in the state, with Chicago as the terminating point. These shipments moved 81 miles in South Dakota 268 miles in Minnesota, 205 miles in Wisconsin and 91 miles in Illinois. South Dakota was apportioned 1,720,440 ton miles for these shipments, Minnesota 5,692,320 ton miles, Wisconsin 4,354,200 ton miles and Illinois 1,932,840 ton miles. Therefore in calculating the traffic density for these shipments, South Dakota, the point of origin for this traffic, was given only 1,399 ton miles per mile of road, Minnesota 8,757, Wisconsin 1,982 and Illinois 2,346. In other words South Dakota received credit for only 9.7 per cent of the total traffic density allocations made on these 535 carload shipments to Chicago from the center of gravity of production in the state. Minnesota, Wisconsin and Illinois received far more credit in the allocations than did South Dakota and the freight merely passed through these states, they contributing actually nothing to the total traffic, and consequently the total revenues, to the railroad over which the shipments were made. The other data given in table 4 reveals a like situation existing for the shipments to various other terminal points, from the center of gravity of production within the state.

Therefore in the analysis of figure 23, the position held by South Dakota in comparison with the other states in the Western District does not necessarily mean that South Dakota is far below the various other states in the production of revenue freight. Undoubtedly much of the traffic on main lines is traffic that neither originates or terminates within the respective state boundaries, but merely passes through, originating at points outside of the state and likewise terminating at points outside of the state. Because of the fact that only one trans-continental line passes through South Dakota, and that one line extends only partially across the state, South Dakota does not receive the benefit in allocations that the other states do, where several main lines, which extend from border to border, are located.

GENERAL STATISTICS Included in this section will be the analysis of the data pertaining to the Capitalization of South Dakota railroads, assessed valuations and tax payments, income, which includes operating expenses, and revenues, lines in receivership and abandoment proposals.

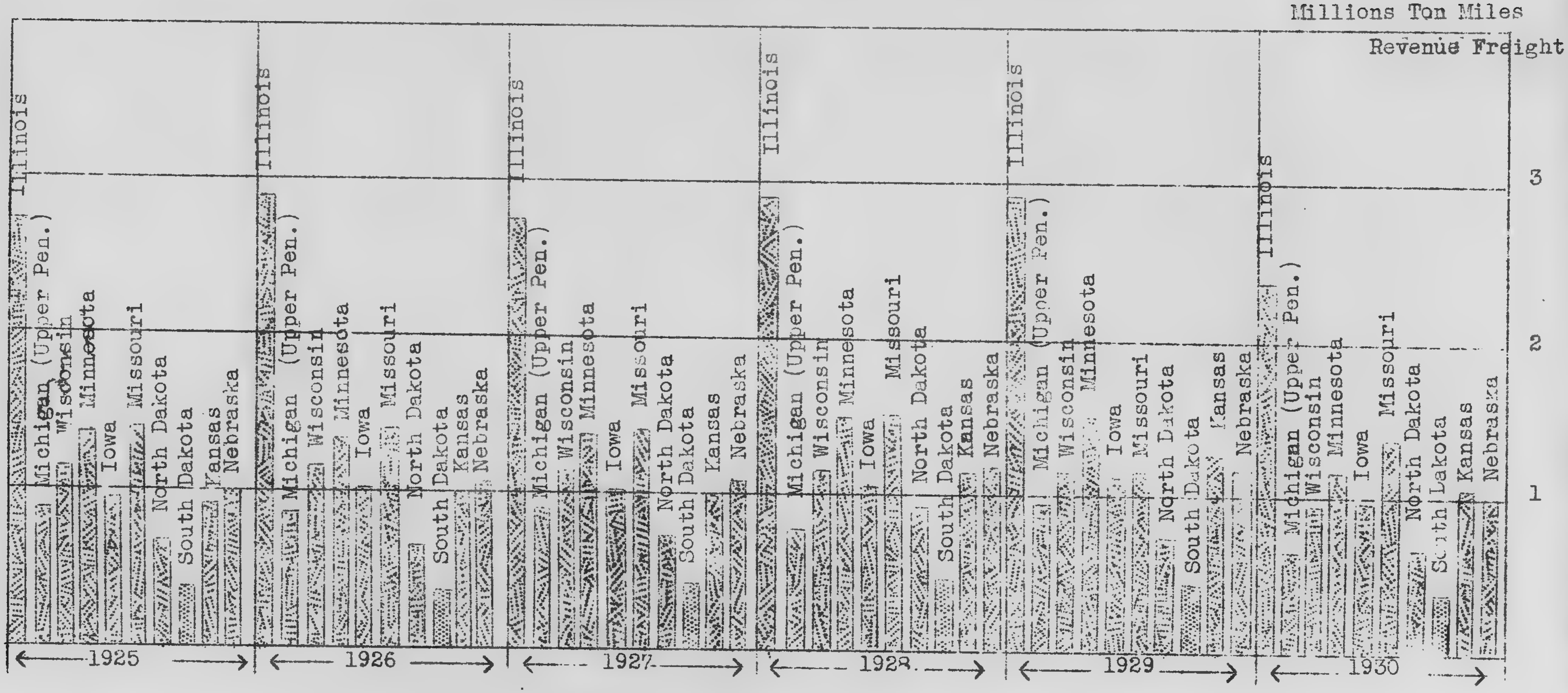
Capitalization of South Dakota Railroads The total capital stock, total funded debt and total capitalization of the railroads operating in South Dakota is shown in table 5.

The total capital stock has not shown any great fluctuations in amount during the period 1920-1935. However, the total amount outstanding in 1935 was 10.4 per cent greater than the average amount outstanding for the ten year period 1920-1929.

The total funded debt, bonds, has tended to increase during the period 1920-1935. The total amount for 1935 being 9.5 per cent above the ten year average for the period 1920-1929.

Figure 23.

FREIGHT TRAFFIC DENSITY OF CLASS I ROADS BY STATES IN WESTERN DISTRICT - YEARS 1925 TO 1930 INCLUSIVE



Source: Reports in office of S. D. D. R. C.

SOUTH DAKOTA STATE PLANNING BOARD

TABLE 4. - STATEMENT SHOWING TON MILES PRODUCED BY TRAFFIC ORIGINATING IN SOUTH DAKOTA

MILES HAULED IN

Point Shipped to	Carloads Shipped	South Dakota	Minnesota	Wisconsin	Illinois	Iowa
Chicago	535	81	268	205	91	
Milwaukee	1,144	81	268	249		
Minneapolis	6,528	81	134			
Duluth	68	81	134			
Omaha	911	135				143
Sioux City	709	135				43

TON MILES PRODUCED

South Dakota	Minnesota	Wisconsin	Illinois	Iowa
1,720,440	5,692,320	4,354,200	1,932,840	
3,678,777	12,171,756	11,308,833		
20,992,122	34,727,708			
218,700	361,800			
4,882,545				5,171,881
3,799,845				1,210,321

TON MILES PER MILE OF ROAD - TRAFFIC DENSITY

South Dakota	Minnesota	Wisconsin	Illinois	Iowa
1,399	8,757	1,982	2,346	
2,991	18,725	5,147		
18,731	53,427			
178	556			
3,970				3,173
3,089				743

Source: South Dakota Railroad Commission

TABLE 5
CAPITALIZATION OF RAILROADS OPERATING IN SOUTH DAKOTA

Year	Capital Stock	Bonds Total Amount Outstanding	Total Railroad Capital
1920	$1,095,020,729	$1,713,118,274	$2,808,139,003
1921	1,155,250,345	1,716,140,080	2,871,390,425
1922	1,166,018,739	1,818,705,261	2,984,724,000
1923	1,175,125,664	1,906,847,640	3,081,973,304
1924	1,185,376,826	1,968,928,113	3,154,304,939
1925	1,197,766,012	1,957,476,698	3,155,242,710
1926	1,208,971,274	1,978,054,435	3,187,025,709
1927	1,211,434,845	2,038,118,213	3,249,553,058
1928	1,096,650,628	2,107,174,723	3,303,825,351
1929	1,096,689,996	2,186,340,200	3,283,030,196
1930	1,096,692,226	2,226,948,161	3,323,640,387
1931	1,234,181,437	2,191,577,733	3,425,759,170
1932	1,233,896,771	2,179,051,332	3,412,948,103
1933	1,233,717,877	2,212,859,811	3,446,577,688
1934	1,202,106,957	2,068,495,341	3,270,602,298
1935	1,201,983,767	2,032,594,974	3,234,578,741

Source: Railroad reports on file in the South Dakota Railroad Commission.

TABLE 5. (cont.)

Year	Capital Stock Per Mile Owned	Bonds Per Mile	Railway Capital Per Mile
1920	$22,452.85	$35,126.64	$57,579.50
1921	23,618.70	34,881.90	58,705.18
1922	23,830.32	37,245.54	60,999.39
1923	24,030.10	38,993.06	63,023.17
1924	24,267.99	40,309.49	64,577.09
1925	24,548.11	40,118.32	64,666.44
1926	24,809.34	40,591.73	65,401.08
1927	24,863.24	41,829.93	66,693.17
1928	22,350.57	42,949.67	67,340.51
1929	22,346.15	44,548.86	66,895.01
1930	22,340.14	45,363.99	67,704.14
1931	25,209.96	44,888.75	69,976.15
1932	25,217.69	44,534.23	69,751.93
1933	25,274.35	45,333.37	70,007.72
1934	24,756.52	42,599.16	67,355.67
1935	24,834.90	41,996.66	66,831.56

Source: Railroad reports on file in the South Dakota Railroad Commission

The total capitalization, stocks and bonds, for all railroads operating in South Dakota has tended to increase during the period 1920-1935. Slight reductions are noted for the years 1929, 1932, and 1935. However the 1935 capitalization was 9.6 per cent higher than the average for the ten year period 1920-1929.

Assessed Valuation and Tax Payments The total assessed valuation of all taxable railroad property in South Dakota and the amount of tax payable on these valuations for the period 1920-1936 are shown in table 6.

TABLE 6

ASSESSED VALUATION OF ALL RAILROAD PROPERTY IN SOUTH DAKOTA
AND THE TOTAL TAX PAYABLE 1920 -- 1936

Year	Assessed Valuation	Amount of Tax Payable
1920	$126,284,273	$2,166,884.69
1921	129,286,394	2,521,455.83
1922	128,377,552	2,632,978.00
1923	128,390,503	2,695,696.37
1924	122,441,290	2,790,709.31
1925	119,705,780	2,753,582.88
1926	116,893,000	2,752,920.10
1927	108,320,000	2,680,128.75
1928	106,675,000	2,662,572.57
1929	106,725,000	2,691,692.35
1930	106,325,000	2,705,631.72
1931	104,500,000	2,665,279.49
1932	94,978,055	2,487,745.27
1933	81,266,500	2,485,534.23
1934	80,835,000	1,721,834,79
1935	76,725,000	2,014,607.78
1936		1,956,124.00

Source: Division of Taxation

With the exception of 1921, when a slight increase is noted, the assessed valuation of all taxable railroad property in the state has been steadily reduced.

However, due to the varying amounts of tax levied against railroad property, the amount of taxes payable has not been reduced with the same consistancy as has been the assessed valuation of railroad property.

For the ten year period 1920-1929, the railroads operating in South Dakota paid in taxes, an average of 9.9 per cent of their total operating revenues. However, the total taxes payable, by all railroads operating in South Dakota, for 1935 amounted to 15.6 per cent of their total operating revenues for that year.

However, the situation in regard to the operating revenues, cannot be taken as a true peiture of conditions as they actually exist. Exception to the revenue figures for South Dakota are taken because the revenues assigned to the state are not, in the opinion of South Dakota Commission, fairly apportioned.

The assessed valuation of the taxable property for the years 1930-1935 of the nine Class I railroads operating in South Dakota is shown in Table 7, Figure 24.

It will be noted in table 7 that the assessed valuation of railroad property in South Dakota has decreased as high as $1,000,000.00 or 55.54 per cent since 1930 as in the case of the Chicago and Rock Island Railroad Company to $105,000.00 or 18.3 per cent in the case of the Illinois Central Railroad Company. Similar decreases varying in size are also noted in the valuation of the property of the other railroad companies.

Financial Results of Operation Earnings, as well as tonnage, are assigned to South Dakota in a mileage prorate. This method, as in the case of tonnage, does not credit South Dakota the proportion of revenue to which it is properly entitled. South Dakota traffic moves largely to the East and South, or comes from the East and South and the rates in those districts are lower than the rates within the state. Consequently, South Dakota is entitled to something more than a straight mileage prorate. On a mileage prorate assignment, no credit is given the state for the heavy expense of originating and terminating business. Neither is any credit given for the large amount of traffic which it contributes to the balance of the system.

The unequitableness of such revenue assignments may be illustrated by a shipment of a carload of wheat from Brookings to Chicago, a total distance of 574 miles, 18 of which lies within the state. The revenue from such a shipment would be approximately $255.00 and on the usual basis of assignment, South Dakota would be credited with but $7.05 whereas in the assignment of operating expenses, South Dakota is charged not only for the cost of transporting the shipment for the distance hauled in South Dakota but is also charged all of the expenses of originating the shipment, generally stated to be about 20 to 25 per cent of the whole cost. A carload of lump coal originating in the Southern Illinois field and consigned to Brookings would produce total earnings of approximately $185.00 and on a mileage prorate basis, but $5.55 of this revenue would be assigned to the state. In neither case would the assignment be enough to cover terminal costs alone, all of which are charged to South Dakota.

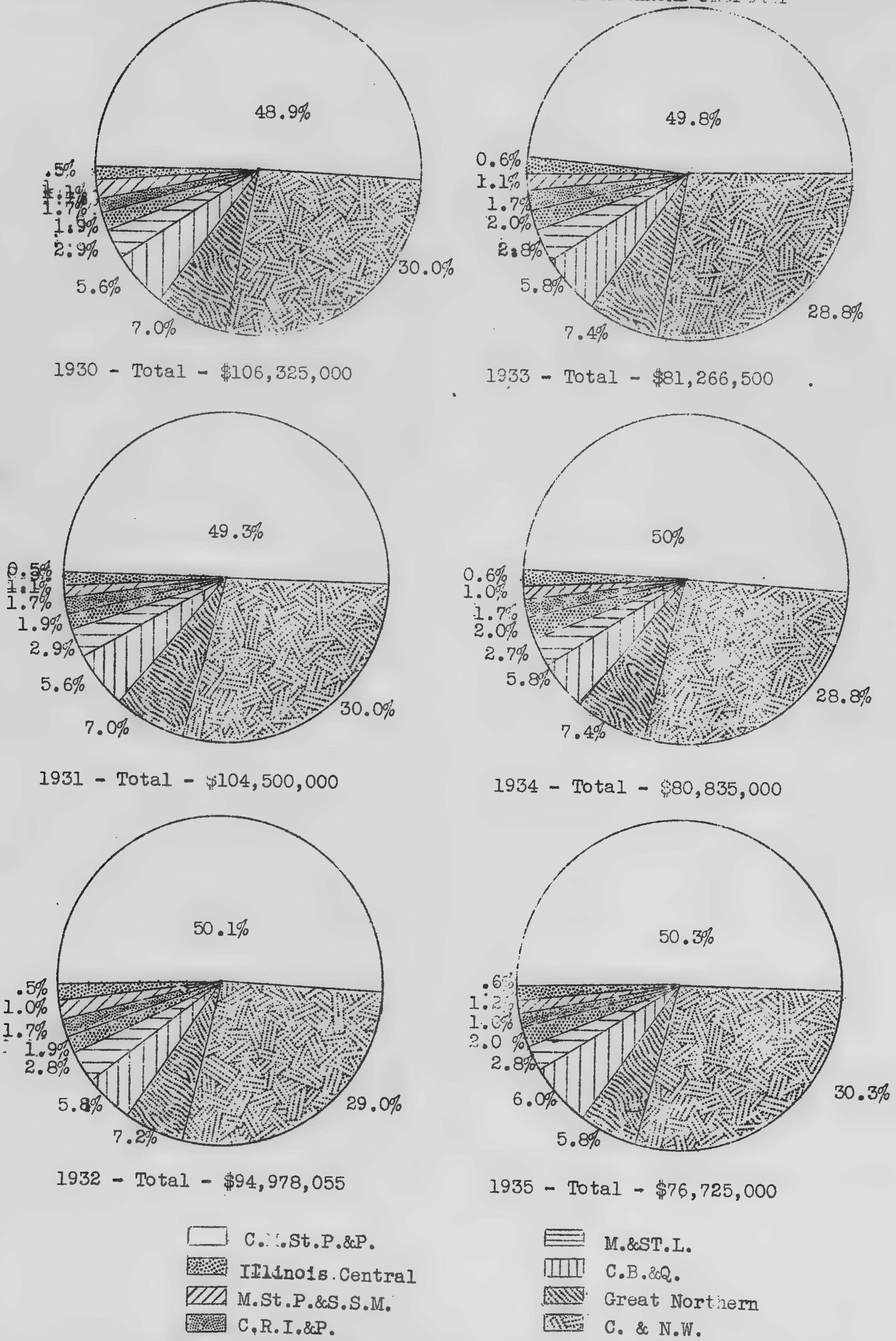
Operating Revenues Freight - The total freight revenue for all railroads in operation in South Dakota for the period 1920-1935 is shown in table 8.

During the period 1920-1930 normal fluctuations in the total freight revenue are noted. However, since 1931 this revenue has declined, until 1935, it amounted only to 57.9 per cent, of the ten year average for the period 1920-1929.

Much of this decrease in revenue can be explained by considering the greatly decreased production of agricultural products in the state during the past few years because of the extensive drought, the general depressed economic condition of the country as a whole, and to the diversion of considerable traffic to motor carriers.

Operating Revenue Passenger - Also shown in Table 8 is the total passenger revenues of railroads operating in South Dakota during the period 1920-1935.

Fig. 24 - ASSESSED VALUATIONS OF ALL RAILROAD PROPERTY



1930 - Total - $106,325,000

1933 - Total - $81,266,500

1931 - Total - $104,500,000

1934 - Total - $80,835,000

1932 - Total - $94,978,055

1935 - Total - $76,725,000

Source: Division of Taxation

TABLE 7.

STATEMENT SHOWING ASSESSMENTS AGAINST RAILWAY COMPANIES AND TOTAL TAXES PAID

Company	1930	1931	1932	1933	1934	1935
C. M. St. P. & P.	$52,000,000	$51,480,000	$47,500,000	$40,500,000	$40,400,000	$38,315,000
C. & N. W. Ry. Co.	32,000,000	31,360,000	27,553,000	23,400,000	23,300,000	23,275,000
Great Northern	7,500,000	7,350,000	6,800,000	5,990,000	5,950,000	4,160,000
C.B. & Q.	6,000,000	5,880,000	5,586,000	4,750,000	4,700,000	4,590,000
M. & St. L.	3,150,000	3,000,000	2,640,000	2,250,000	2,175,000	2,125,000
C. St. P. M. & O.	2,100,000	2,000,000	1,783,805	1,597,500	1,580,000	1,530,000
C. R. I. & P.	1,800,000	1,765,000	1,588,500	1,420,000	1,390,000	800,000
M. St. P. & S. S. M.	1,200,000	1,100,000	990,000	877,500	860,000	860,000
Illinois Central	575,000	565,000	536,750	481,500	480,000	170,000
Total Valuation	$106,325,000	$104,500,000	$94,978,055	$81,266,500	$80,835,000	$76,725,000
Total Taxes (Payable on above Valuations)	2,665,279	2,487,745	2,485,534	11,729,835	2,014,607	1,956,124

Source: Division of Taxation

TABLE 8

RAILWAY OPERATING REVENUE -- SOUTH DAKOTA

Year	Passenger Revenue	Freight Revenue	All Other Operating Revenue	Total Revenue
1920	$7,607,254	$21,382,278	$3,706,450	$32,695,982
1921	5,856,486	17,281,107	2,780,253	25,917,846
1922	5,220,400	18,060,754	2,810,154	26,091,308
1923	5,081,966	19,713,840	2,925,526	27,721,332
1924	4,385,252	19,510,926	2,937,629	26,833,807
1925	3,947,758	19,030,771	2,857,291	25,835,820
1926	3,380,256	17,915,207	2,785,389	24,080,852
1927	3,003,968	19,717,040	2,753,507	25,474,515
1928	2,847,920	21,136,299	2,803,673	26,787,892
1929	2,568,737	19,862,054	3,092,121	25,522,912
1930	1,932,693	17,986,026	2,400,775	22,319,494
1931	1,282,076	13,798,177	1,969,874	17,050,127
1932	851,377	10,583,748	1,496,915	12,932,040
1933	712,695	9,967,403	1,332,922	12,013,020
1934	847,574	10,839,439	1,444,199	13,131,212
1935	918,498	10,576,426	1,399,714	12,894,638

Source: Railroad reports made to South Dakota Railroad Commission

From 1920 to 1933 it will be noted that passenger revenues steadily declined. The low point of the period was reached in 1933 when the passenger revenues amounted to only 16.2 per cent of the ten year average, for the period 1920-1929. However a slight increase is noted for 1934 and 1935, the total passenger revenue for 1935 being 20.9 per cent of the 1920-1929 average.

Operating Revenue Total - The total operating revenue for all railroads operating in South Dakota is shown in table 8.

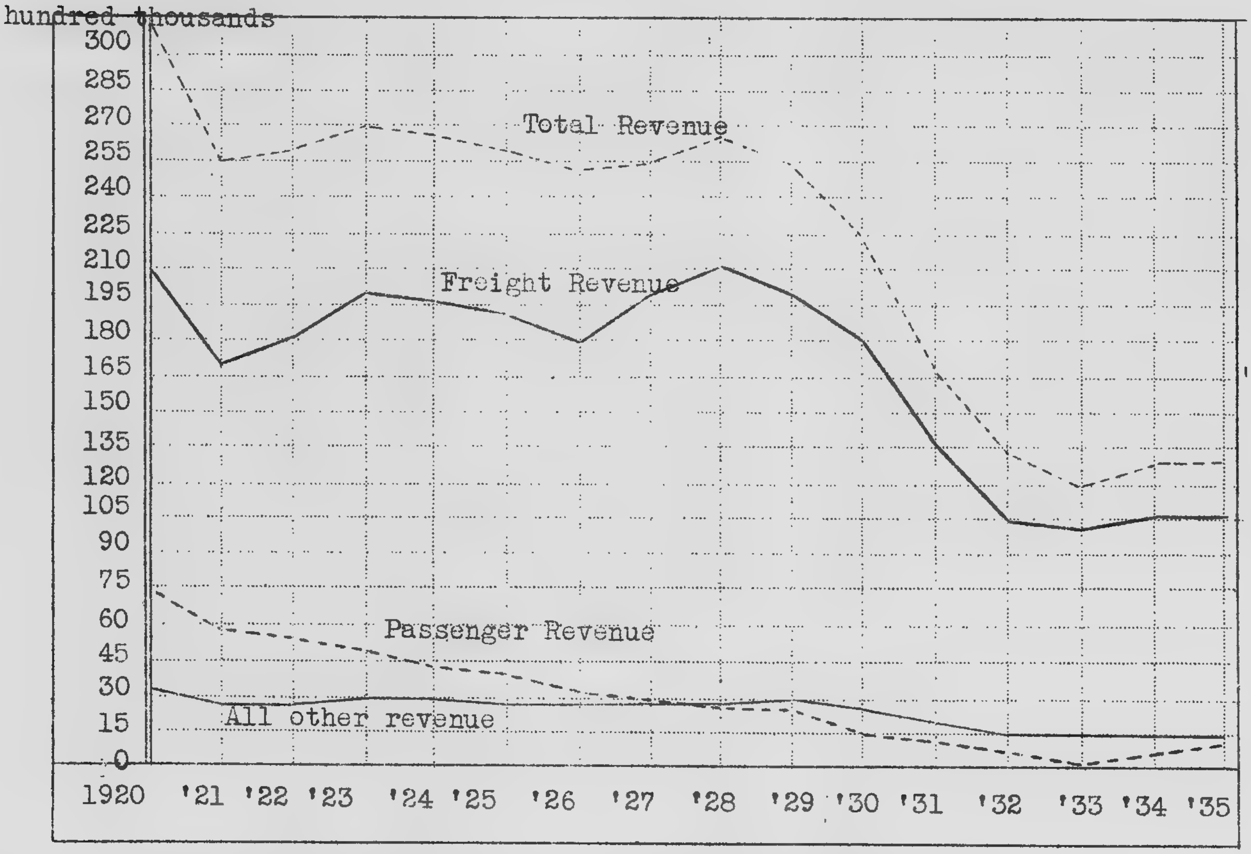
As in the case of freight revenues, the total revenues show normal fluctuations up to 1930. However, since 1930, the revenues have declined very rapidly.

The trend in the total revenues earned by the railroads in South Dakota is shown in figure 25. As shown in this figure, the low point for the period 1920-1935 was reached in 1933, when the revenue amounted to only 44.4 per cent of the 1920-1929 average. Slight increases over 1933 are noted in 1934 and 1935, the 1935 revenues being 48.1 per cent of the average for the period 1920-1929.

Operating Expenses - Freight - The total operating expenses related solely to freight service for the period 1920-1935 are shown in table 9.

As is indicated in table 9 the trend in the expenses related solely to freight service has been generally down, with only slight increases occurring occassionally during the period.

Fig. 25 - RAILWAY OPERATING REVENUE, SOUTH DAKOTA 1920-1935



Source: R.R. Reports on file in office of S.D.R.R.C.

TABLE 9.

RAILWAY OPERATING EXPENSES - SOUTH DAKOTA

Year	Expenses Related Solely to Freight	Expenses Related Solely to Passenger	Expenses Related in Common to Both - Freight Passenger & Allied Ser.	Total Operating Expenses
1920	$10,340,290	$3,576,008	$24,422,653	$38,338,951
1921	10,172,428	4,293,216	13,293,115	27,758,759
1922	6,327,738	2,599,089	15,150,521	24,077,348
1923	6,692,437	2,734,938	15,342,199	24,769,574
1924	5,848,203	2,645,596	14,613,314	23,107,113
1925	5,936,969	2,616,399	14,091,762	22,645,130
1926	5,264,360	2,537,598	14,025,892	21,827,850
1927	5,369,335	2,501,691	15,215,209	23,086,235
1928	5,282,404	2,284,803	14,831,133	22,398,340
1929	4,950,608	2,314,760	14,958,008	22,223,376
1930	4,480,581	2,207,258	12,892,418	19,580,257
1931	3,712,954	1,901,889	11,536,219	17,151,062
1932	3,075,584	1,440,063	9,269,397	13,785,044
1933	2,794,312	1,361,462	7,905,766	12,061,540
1934	3,119,869	1,456,508	8,545,895	13,122,272
1935	3,154,124	1,559,010	9,093,370	13,806,504

Source: Reports of the Railroads in the Office of the Railroad Commission of South Dakota

This downward trend in expenses has been partially the result of economies put in practice by the various railroad companies in an effort to meet the declining freight revenues.

The extent to which the railroads have been successful in reducing freight expenses is clearly seen in the fact that the freight expenses for 1935 amounted to only 42.9 per cent of the average freight expense for the period 1920-1929.

Operating Expenses - Passenger - The total operating expenses solely related to passenger service for the period 1920-1935 are also shown in table 9.

Passenger expenses, as was seen in the freight expenses, have tended to decrease during the period 1920-1935. The introduction of lighter equipment, thus reducing operating costs, the reduction in the service in some cases, and other general economies have been inaugurated by the railroad companies in an effort to off set the constant decline in passenger revenue. The expenses related solely to passenger service reached the lowest point of the period 1920-1935 in 1933, when they amounted to only 33.3 per cent of the average for 1920-1929. Since 1933, however, slight increases in the passenger expenses are noted.

Operating Expenses Total - The total operating expenses for all railroads operating in South Dakota for the period 1920-1935 is shown in table 9.

The trend in the total operating expenses of all the railroads operating in South Dakota is shown in figure 26. The low point during the period 1920-1929 was reached in 1935 when the total operating expenses amounted to 48.0 per cent of the average operating expenses for the period 1920-1929.

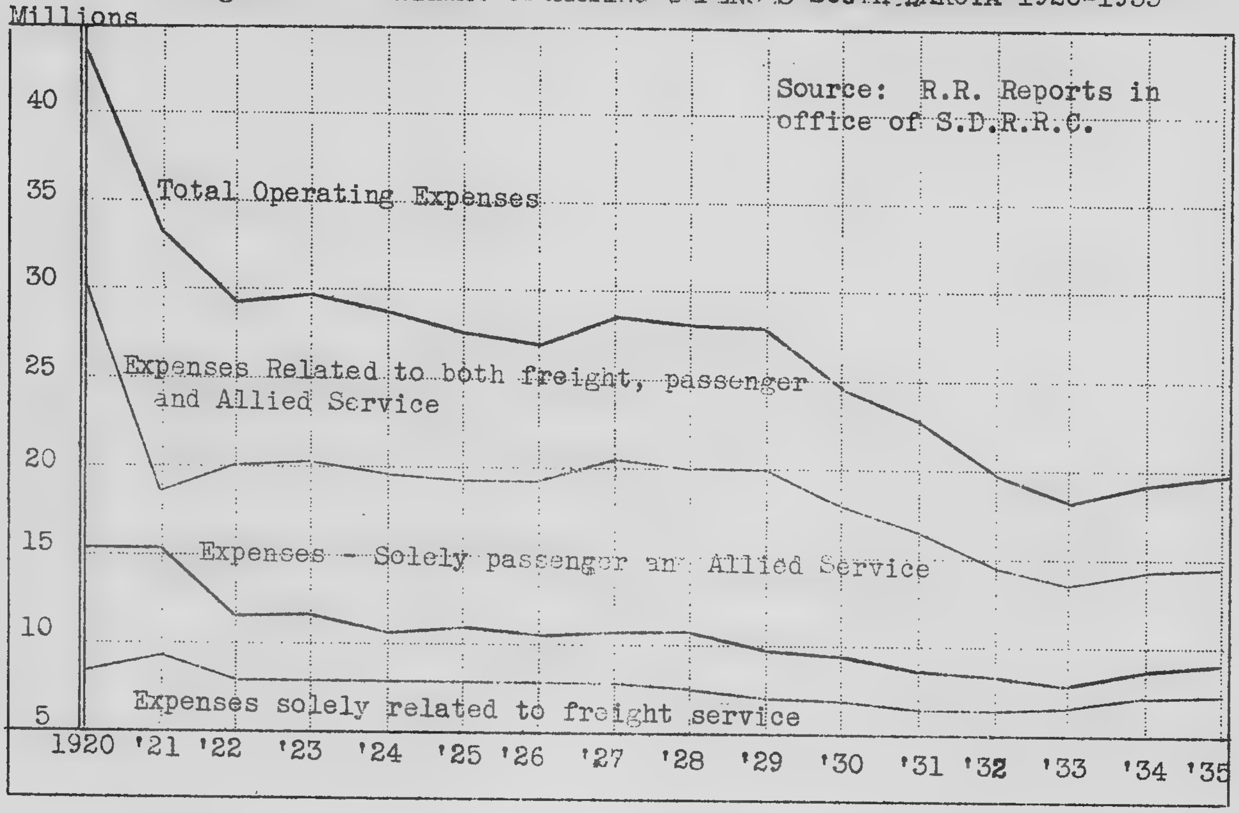
Shown in table 10 are the total operating revenues, the total operating expenses and the net operating revenues. It will be noted that deficits, operating expenses exceeded operating revenues, occurred for the years, 1920-1921-1931, 1932 and 1935. However for the entire period, 1920-1935 the operating ratio, that is the per cent of the expenses to the revenues, was 95.2 per cent, indicating that for the period as a whole the expenses of operation did not exceed the operating revenues. The trend in the operating ratios, expenses to revenues is shown in figure 27.

Financial operation Wholeline - Shown in tables 11 and 12 are the operating revenues and expenses of the entire systems of the railroads operating in South Dakota.

In the analysis of this data it will be noted that the trends in operating expenses and revenues as seen in South Dakota follow very closely the trends in the system operations.

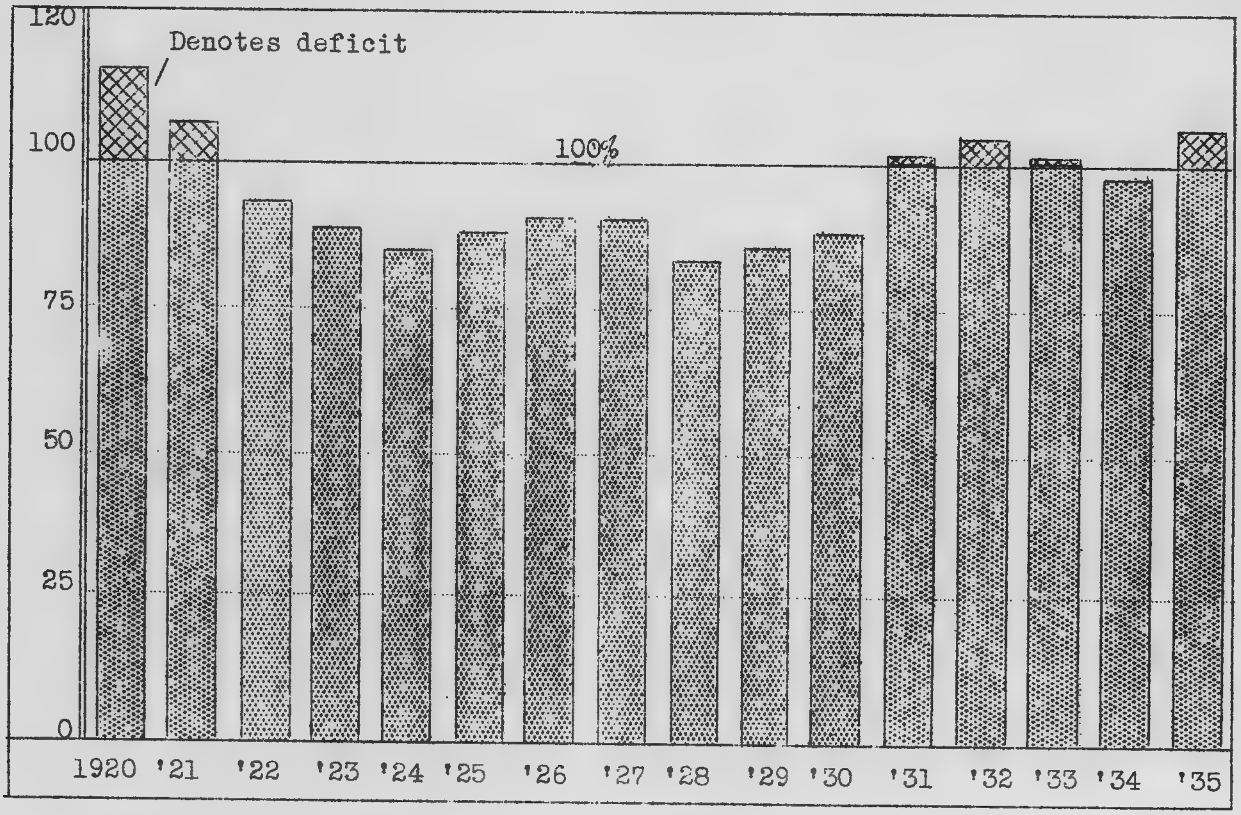
The trend in the percentage of the total South Dakota revenue to the total wholeline or system revenues is shown in figure 28. Although fluctuating occurred during the period 1920-1935 indicating reduced percentages, the trend for the period as a whole indicates that the total revenues earned in South Dakota has maintained a fairly constant level when compared with the wholeline revenues.

Figure 26. RAILWAY OPERATING EXPENSES-SOUTH DAKOTA-1920-1935



Source: R.R. Reports in office of S.D.R.R.C.

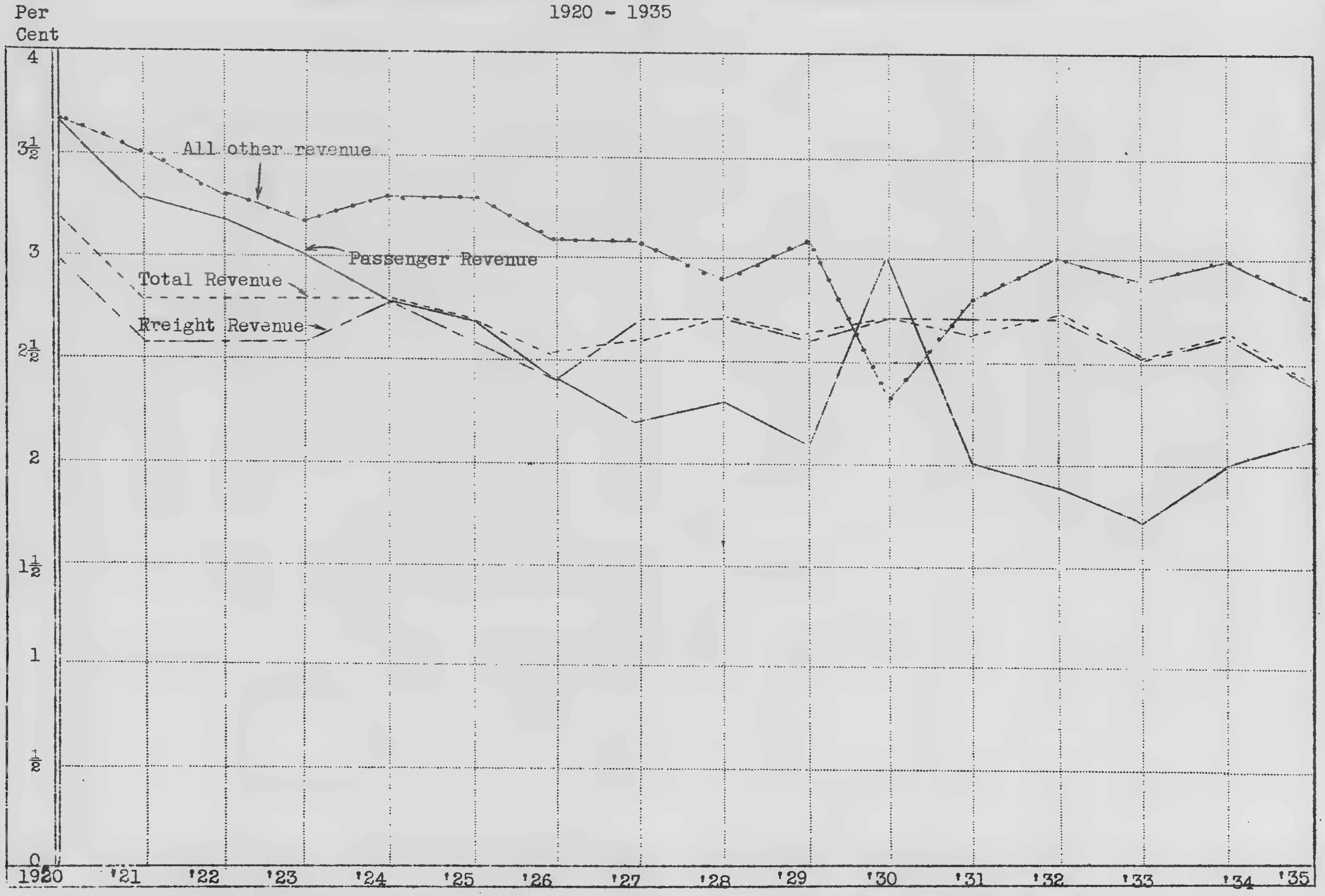
Figure 27. RATIO OF OPERATING REVENUE TO OPERATING EXPENSES-SOUTH DAKOTA



Source: R. R. Reports in office of S. D. R.R. C.

Figure 28.

TREND IN PERCENTAGE OF SOUTH DAKOTA REVENUE TO WHOLE LINE REVENUE
1920 - 1935



Source: R. R. Reports in office of S. D. R. R. C.

SOUTH DAKOTA STATE PLANNING BOARD

It will be noted that the passenger-freight ratio for South Dakota exceeded the wholeline passenger-freight ratio from 1920-1927, with only two exceptions, those being 1924 and 1926 when the ratios were the same. However from 1927 to 1935 the ratio for South Dakota dropped below the wholeline ratio, indicating that the passenger traffic in South Dakota has declined much more rapidly, and in a greater proportion relative to freight traffic, than has the wholeline passenger traffic relative to wholeline freight traffic. Figure 29.

ROADS IN RECEIVERSHIP OR IN THE PROCESS OF REORGANIZATION At the present time only one railroad operating in South Dakota is in receivership, this being the Minneapolis and St. Louis Railroad Company. However there are three lines, the Chicago, Milwaukee, St. Paul and Pacific, the Chicago and Northwestern and the Rock Island that are in the process of reorganization, being operated at the present time by trustees.

ABANDOMENT AND ABANDOMENT PROPOSALS Up to the present time, there has been comparatively little railroad mileage abandoned in the state. The following are the abandonments and consolidations that have been effected in the state: -

ABANDONMENT:
Eleven miles between Belle Fourche and Wyoming state line in 1929.
Twenty-six miles between Spearfish and Portland in 1933.
Fourteen miles between Springfield and Running Water in 1928.
Twenty miles between Tyndall and Scotland Junction in 1936.

CONSOLIDATIONS:
Thirty miles between Madison and Chester in 1935.
Twenty miles between Mission Hill and Yankton in 1935.
The total abandoned mielage at the present time being eighty five miles.

At the present time efforts are being made to secure permission from the Interstate Commerce Commission to abandon approximately one hundred-sixty-eight miles of the Minneapolis, and St. Louis line out of Watertown. This proposal involves the line between the following points:

Hoven to Akaska, Cresbard to Carlyle, Florence to Northville, Conde, to Aberdeen, Watertown to Minnesota State Line.

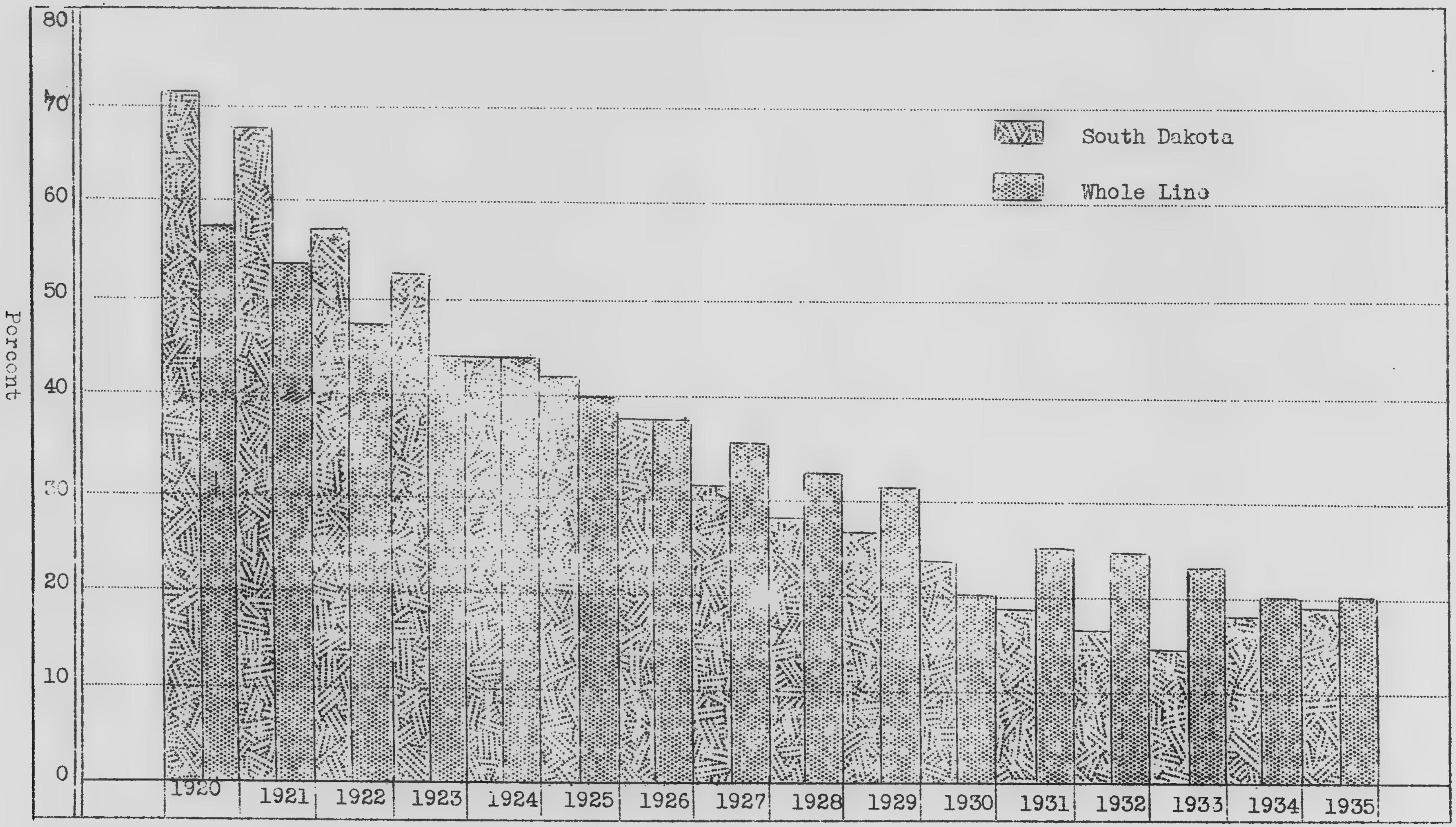
The Chicago, Milwaukee, St. Paul and Pacific Railroad is also seeking permission to abandon part of their line. This proposal involves the line from Marion Junction to Freeman.

Figure 30 shows the location, mileage and date of abandonment and also the location of the proposed abandonment of railroads lines in the state.

To fully understand the underlying factors that are to a large extent responsible for the distressed conditions that many of the railroads are now in consideration must be given to the conditions which existed during the pre-war period, up through the war period, the post-war period and up to the present; conditions that have been to a large extent detrimental to the railroads and at the same time caused by factors over which the railroads had comparatively little or no control.

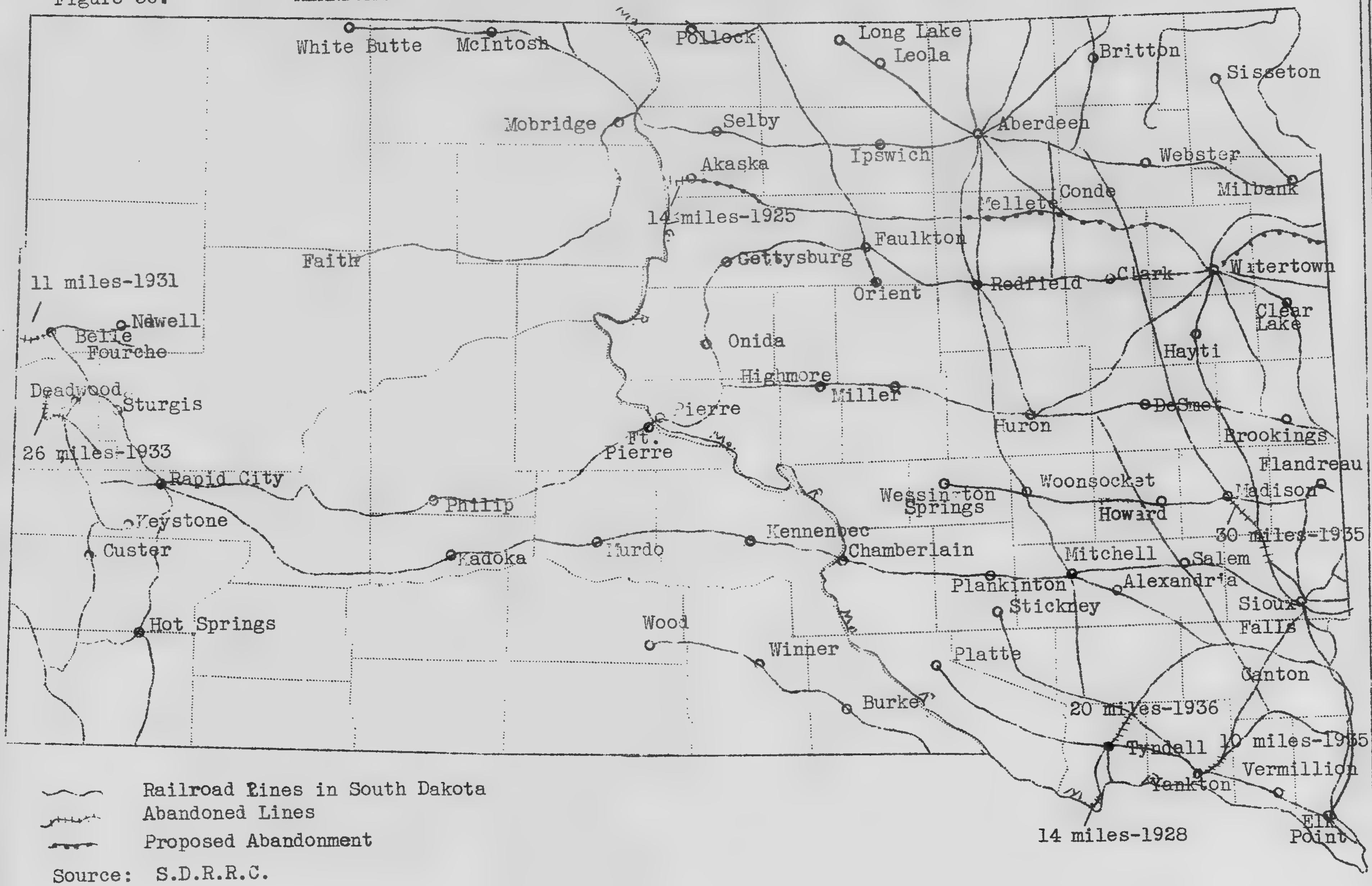
Figure 29.

COMPARISON OF WHOLE LINE PASSENGER FREIGHT RATIO TO
SOUTH DAKOTA PASSENGER-FREIGHT RATIO



Source: R.R. Reports in Office of S.D.R.R.C.

Figure 30. ABANDONMENT AND PROPOSED RAILROAD ABANDONMENT - SOUTH DAKOTA Dec. 1, 1936



Source: S.D.R.R.C.

SOUTH DAKOTA STATE PLANNING BOARD

TABLE 10
RAILWAY OPERATING REVENUES AND EXPENSES - SOUTH DAKOTA

Year	Total Operating Revenues	Total Operating Expenses	Net Operating Revenues
1920	$32,695,982	$38,338,951	$5,642,969#
1921	25,917,846	27,758,759	1,840,913#
1922	26,091,308	24,077,384	2,013,960
1923	27,721,332	24,769,574	2,951,758
1924	26,833,807	23,107,113	3,726,694
1925	25,835,820	22,645,130	3,190,690
1926	24,080,852	21,827,850	2,253,002
1927	25,474,515	23,086,235	2,388,280
1928	26,787,892	22,398,340	4,389,552
1929	25,522,912	22,223,376	3,299,536
1930	22,319,494	19,580,257	2,739,237
1931	17,050127	17,151,062	100,935#
1932	12,932,040	13,785,044	853,004#
1933	12,013,020	12,061,540	48,520#
1934	13,131,212	13,122,272	8,940
1935	12,894,638	13,806,504	911,866#

# Denotes a deficit

Source: Reports of Railroad in the office of Rail road Commission

TABLE 11

RAILWAY OPERATING REVENUE - WHOLELINE

Year	Passenger	Freight	All Other	Total
1920	$206,837,360	$717,584,740	$99,627,186	$1,024,049,286
1921	179,939,754	662,177,805	79,923,898	922,041,457
1922	163,256,309	687,368,131	85,486,854	936,111,294
1923	167,465,432	748,804,364	89,817,391	1,006,087,187
1924	154,859,663	704,836,229	88,083,606	947,779,498
1925	146,802,545	719,813,012	87,697,835	954,313,392
1926	142,795,496	737,537,560	90,539,441	970,872,497
1927	135,472,440	742,594,064	88,588,441	966,654,945
1928	123,675,790	776,740,469	90,749,623	991,165,882
1929	119,541,955	778,032,525	100,289,400	997,863,860
1930	65,032,174	661,105,883	111,523,108	837,661,165
1931	63,388,680	518,826,273	69,389,124	651,604,077
1932	45,362,922	387,253,964	49,258,329	481 ,875,215
1933	41,954,287	393,366,619	45,966,340	481,287,246
1934	42,148,256	411,270,896	48,772,101	502,191,253
1935	43,160,637	435,133,484	50,562,148	528,856,269

Source: Reports of Railroad office of South Dakota Railroad Commission

TABLE 12

RAILWAY OPERATING EXPENSES--- WHOLELINE

Year	Expenses Related Solely to Freight Service	Expenses Related Solely to Passenger and Allied Service	Expenses Related in Common to Both Freight Passenger & Allied Ser.	Total Operating Expenses
1920	$282,616,184	$ 90,708,646	$593,149,084	$966,473,914
1921	338,964,877	126,750,672	296,630,434	762,345,983
1922	327,752,450	117,689,682	296,891,620	742,333,752
1923	365,900,610	123,543,309	307,435,433	796,879,352
1924	328,281,169	125,370,322	275,733,238	729,384,729
1925	323,505,929	124,096,940	276,051,413	723,654,282
1926	323,799,533	142,255,300	264,914,132	730,968,965
1927	318,480,710	131,788,996	278,281,722	728,551,428
1928	314,008,521	120,404,498	292,128,583	726,541,602
1929	319,465,343	121,535,252	288,744,339	729,744,934
1930	274,175,619	110,470,540	245,516,687	630,162,846
1931	218,590,581	90,764,789	199,141,232	508,496,602
1932	165,948,210	69,823,924	152,966,646	388,738,780
1933	156,180,802	63,183,163	138,779,875	358,143,840
1934	168,072,875	66,458,187	154,404,954	388,936,013
1935	184,462,523	73,346,260	165,167,982	422,976,765

Source: Reports of Railroad in office of Railroad Commission

During the ten year period preceeding the World War there was a gradual decrease in the average rate level and a gradual increase in wage schedules and material price levels. During the war period a very rapid increase in material prices and wage levels took place which was not accompanied by a corresponding increase in the rate schedules. The tonnage hauled during this period, however, did increase tremendously, but not enough to produce an income sufficient to meet the greatly advanced wage and material price levels. During the period of federal operation of the rail roads and for a guarantee period immediately following Governmental operation the Government guaranteed to the railroad companies a return equal to the average for the three years, 1914-1915-1916. However, during this period, because of the scarsity of material, heavy tonnage, and general scarsity of labor which resulted to a large extent in the employment of inefficient and inexperienced labor, maintenance fell below the standard previously maintaine

During the period of Governmental operation a general increase in rates amounting to approximately 25% of the past level was authorized to meet the tremendously increasing costs of operation. Later after a general increase i wages was ordered by the Labor Board, an additional 35% increase in rates was authorized by the Interstate Commerce Commission. It was estimated that this increase would produce a return of from 5½ to 6 per cent on the valuation as determined by the commission.

Shortly after the increase was authorized the country, as a whole, passed through what might be termed a "semi-panic," which reduced the general business activity of the country and therefore the railroad traffic. In orde to meet this general reduction in traffic, there was a reduction made in the wage scales of the higher paid classes of employees, particularly engineers and trainmen. Later a general 10% reduction in wages was ordered for all maintenance employees.

This reduction in maintenance wages precipitated a general strike which lasted for a considerable time, resulting in a general increase in operating costs and greatly handicapping maintenance operations.

Following the resumption of normal business conditions a gradual buildin up of the wage scale took place until 1932 when a reduction of 10% was made i the wage schedule of all organized railroad labor, and an even greater reduction in the salaries of officials. However since that time the wage level has been restored following two 5% wage increases.

Table 13 shows the ratio of wages paid to rates charged per ton mile for the period 1915-1934 using the year 1915 as a base. It will be noted that for the period as a whole the ratio has been well above the base year, indicating that the trend in the wage scale has been increasing with greater radpidity and in a greater degree than have the rates charged per ton mile. Shown graphically in figure 31, is the trend of wages paid and rates charged for the period 1915-1934.

Another factor which the railroads had to meet was the ever increasing cost of equipment, which in turn led directly to the ever increasing investments.

Shown graphically in figure 32 is the trend in the railroad costs for the period 1915-1934. This increase cost in equipment, and this investment, necessitated the increasing of both the amount of capital stock and bonded indebtedness of the various railroad companies.

TABLE 13

RATION OF WAGES PAID TO RATE CHARGES PER TON MILE
1915-1934

Year	Wage Per Cent	Rate Per Ton Mile	Ratio
1915	100	.732	100
1916	102.5	.715	97
1917	119	.715	97
1918	170	.849	116
1919	210	.973	131
1920	250	1.052	144
1921	248	1.275	174
1922	228	1.117	160
1923	227	1.116	152
1924	232	1.116	152
1925	234	1.097	150
1926	234	1.081	148
1927	239	1.080	148
1928	243	1.081	148
1929	248	1.076	147
1930	252	1.063	145
1931	256	1.051	143
1932	236	1.046	143
1933	234	.99	136
1934	236	.978	134

Source: Reports of Railroad on file in office of South Dakota Railroad Commission

During the period 1921-1929 however, there was a gradual decrease in the per unit cost of the railroads made possible by steadily increasing traffic, reduction of costs where possible and the building up of a satisfactory rate structure. By 1929 pradtically all of the railroads were on a dividend paying basis. However since 1929, like many of the other large business organization, the railroads have lost practically all of the advancement they made between 1921-1929.

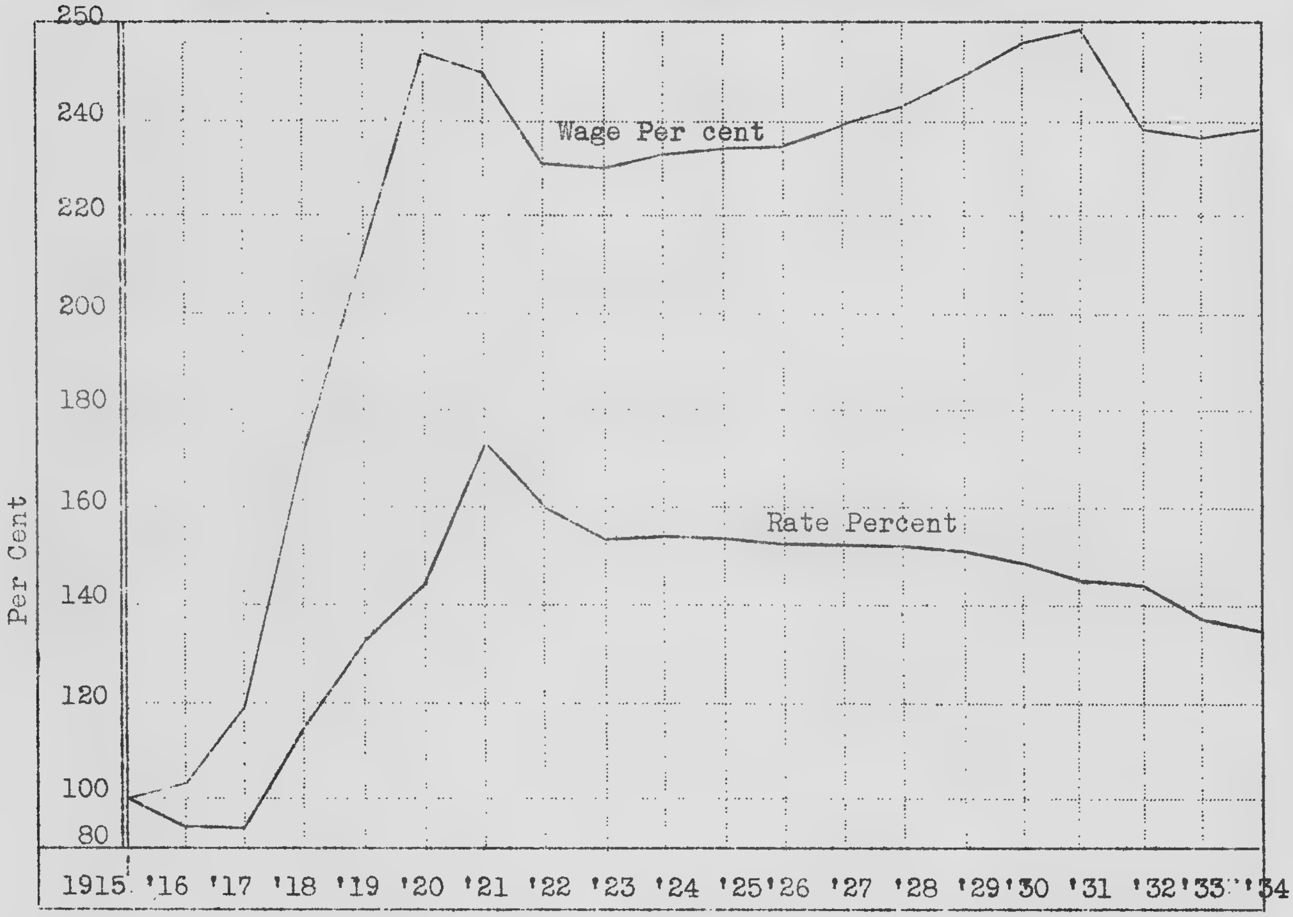
POSSIBILITIES OF ECONOMIES In view of the steadily declining net income of the railroads serving the state, it might be well at this time to point out economics that railroads are endeavoring to put into effect to reduce their operating expenses without seriously reducing the services they have to offer.

Coordination of Facilities In cases where competing roads, have at the present time, parallel lines in operation, satisfactory arrangements have been made where-by both roads operate jointly over one line, thus reducing the cost of maintaining one right-of-way. Likewise station and other terminal facilities are jointly used.

This arrangement is at the present time being followed to a very limited extent in the state, and could undoubtedely be put into effect in many other similar cases.

Figure 31

TREND IN WAGES PAID AND RATES CHARGED ALL RAILROADS



Source: S. D. R. R. C.

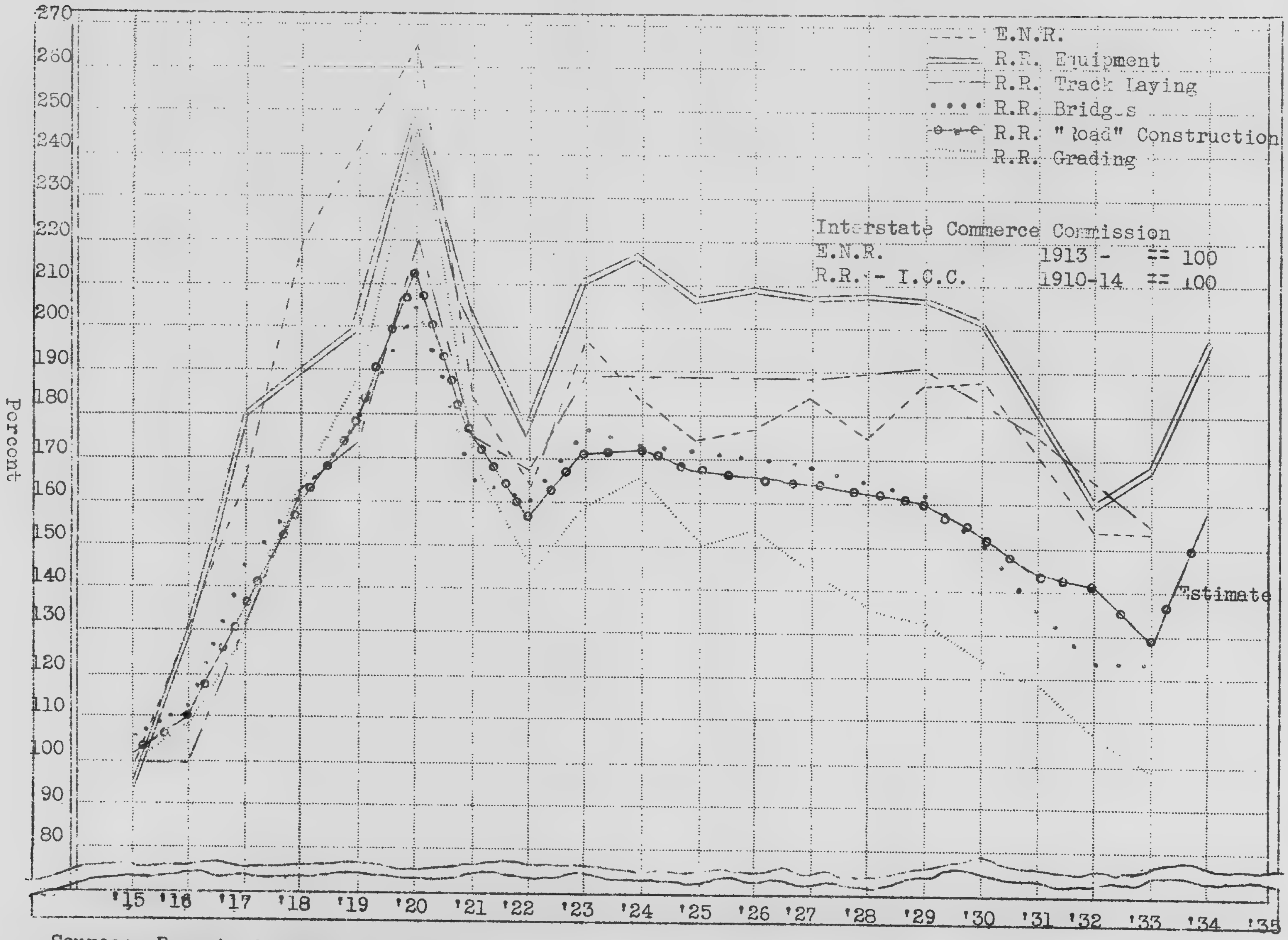
Cooperation with Trucks In view of the steadily increased useage of trucks in the field of transportation, coordination between truck and rail facilities is essential to the well being of both industries. Unecessary duplication of services should be eliminated.

Trucks, as previously pointed out, have become an essential part in the field of transportation. Their services, however, are profitable, to a large extent, only in the cases where the services necessitates short and speedy hauls. Over long distances, shipment by truck does not, in many cases appear more desirable than shipment by rail.

The Federal Coordinator of Transportation in his report to Congress recommended as part of a National program, various measures which will have a direct bearing upon the matter of coordinating the transportation faciliti in South Dakota. Among those recommendations are the following:

(1) The consolidation of rail, L.C.L.; express, and so-called consolidated car or forwarder traffic services of the entire country into two competing merchandise agencies, each of which would operate throughout the United States, and which, in their operations, would be somewhat comparable to the Railway Express Agency.

Figure 32. RAILROAD COST INDEX -- BY ENGINEERING SECTION, BUREAU OF VALUATION



Source: Reports in office of S.D.R.R.C.

(2) These agencies would offer collection and delivery service at the door of the shippers, and afford practically express service.

(3) The plan also contemplates the coordination of all of the previously mentioned rail facilities with highway agencies through the medium of joint rates, or by lease or by ownership of trucks by railroads, that feature of the plan contemplating the concentration of freight traffic at a limited number of key concentration stations, and the movement to or from such key concentration stqtions by rail or truck. In other words, freight traffic from the Twin Cities, Chicago, etc., would move by rail to such points as Watertown, Sioux Falls, Huron, Aberdeen, Mitchell, etc., on fast trains and be distributed from those points by trucks when such service was deemed preferable to the way freight service now operated by railroads to or from such points. The plan of the Federal Coordinator above outlined is, in essence, the one which we believe would most nearly meet the needs of our situation. The trucks would be confined in their activities, especially for long haul traffic, as feeders for the railroads. As another example, livestock for South St. Paul, Sioux City, etc., could be handled by truck from the country points adjacent to such key points as Huron, Mitchell, Aberdeen and Pierre, and then transported by fast rail service from those points to the livestock market points. This plan would obviate much of the increasing congetion on our highways, with its danger to life and its injury to our highways, would give the railroads more much needed traffic, and would probably offer better service to shippers at possibly less total expense than now incurred.

MISCELLANEOUS DATA

PRINCIPLE DISTRIBUTING POINTS IN SOUTH DAKOTA Table 14 gives the principle trade areas and trade centers in South Dakota as classified by the Federal Coordinator of Transportation in his Freight-Traffic report of 1934.

Data on the number of towns included in the trade area, the trading center, thé 1930 population, number of railroads serving the trade area and trade center, number of industries, total number of cars originating and terminating and the total terminal cars is given for each trade area and trade center.

Among the principle industries found in these trade centers are:

Packing Houses
Mills
Cement Plants
Timber Mills
Mining
Seed Houses
Produce Houses
Wholesale Grocery Houses
Sugar Factories
Stone, Gravel Quarries
Bakeries

The extent to which these various industries are dependent upon railroad facilities is clearly seen when consideration is given to the number of terminating and originating cars as shown in table 14.

RATE STATISTICS In the analysis of the freight rates in South Dakota, five period were used, pre-war, war, post-war, intermediate and present.

Figures 33 & 34 show the trend in the freight rates on wheat and grain, cattle, hogs and sheep from representative shipping points in South Dakota to Minneapolis, Chicago and Sioux City.

Figure 33 A. TREND IN FREIGHT RATES FROM ABERDEEN TO MINNEAPOLIS; CHICAGO AND SIOUX CITY - 1914-1918-1920-1922-1936

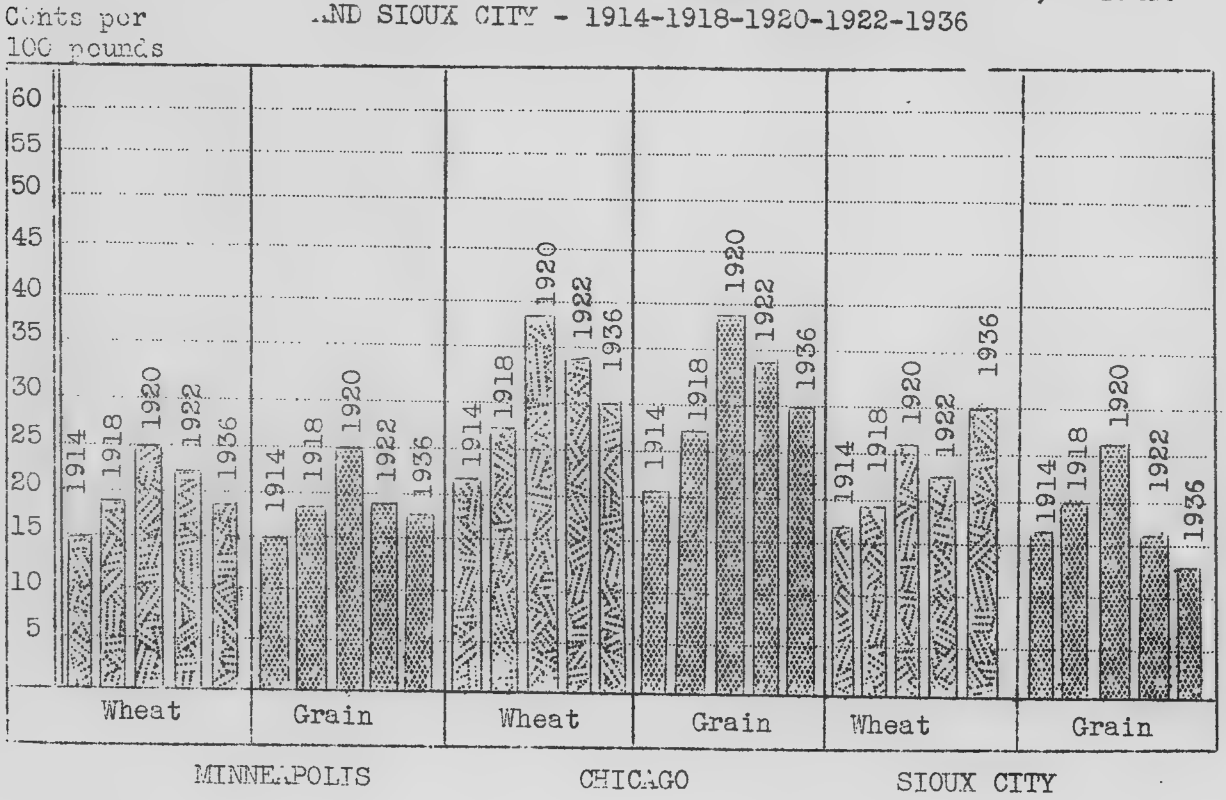
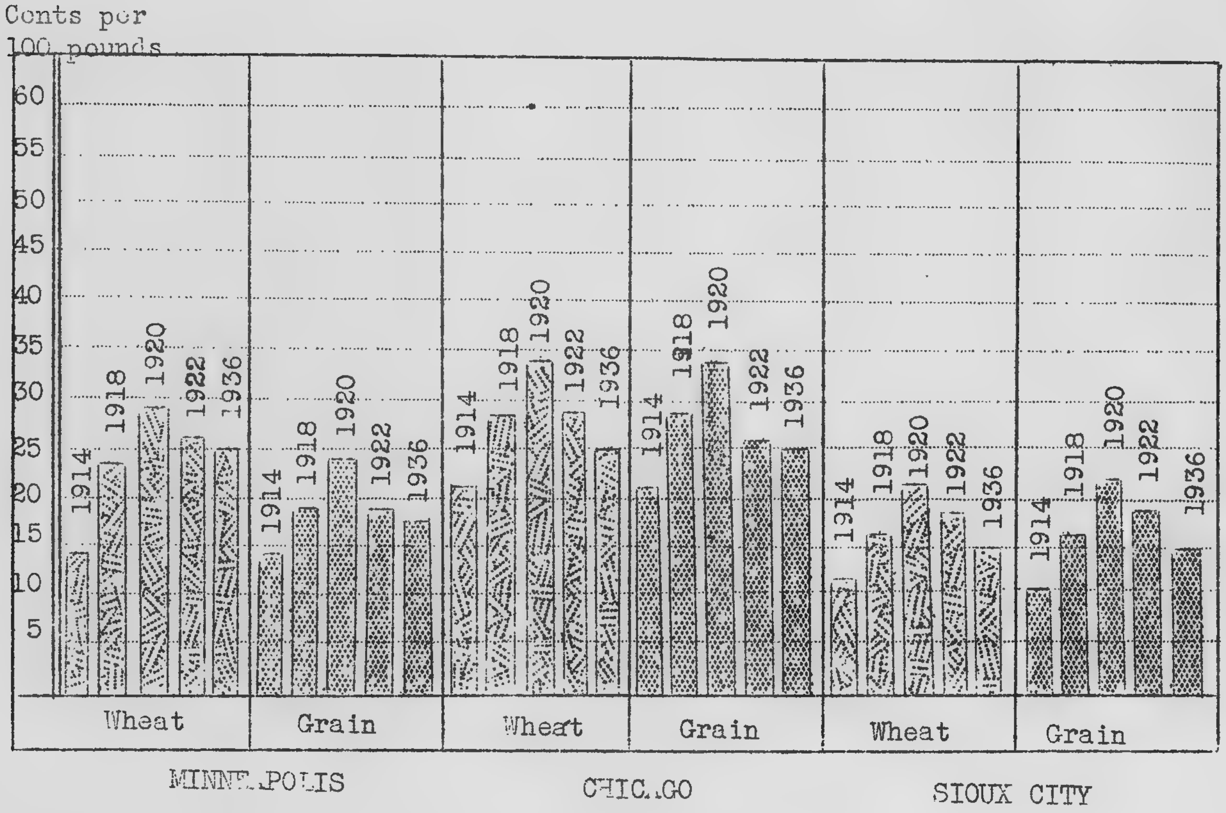


Figure 33 B. TREND IN FREIGHT RATES FROM HURON TO MINNEAPOLIS; CHICAGO; AND SIOUX CITY - 1914-1918-1920-1922-1936



Source: Reports in office of S. D. R. R. C.

Figure 33 C. TREND IN FREIGHT RATES FROM WATERTOWN TO MINNEAPOLIS: CHICAGO: SIOUX CITY - 1914-1918-1920-1922-1936

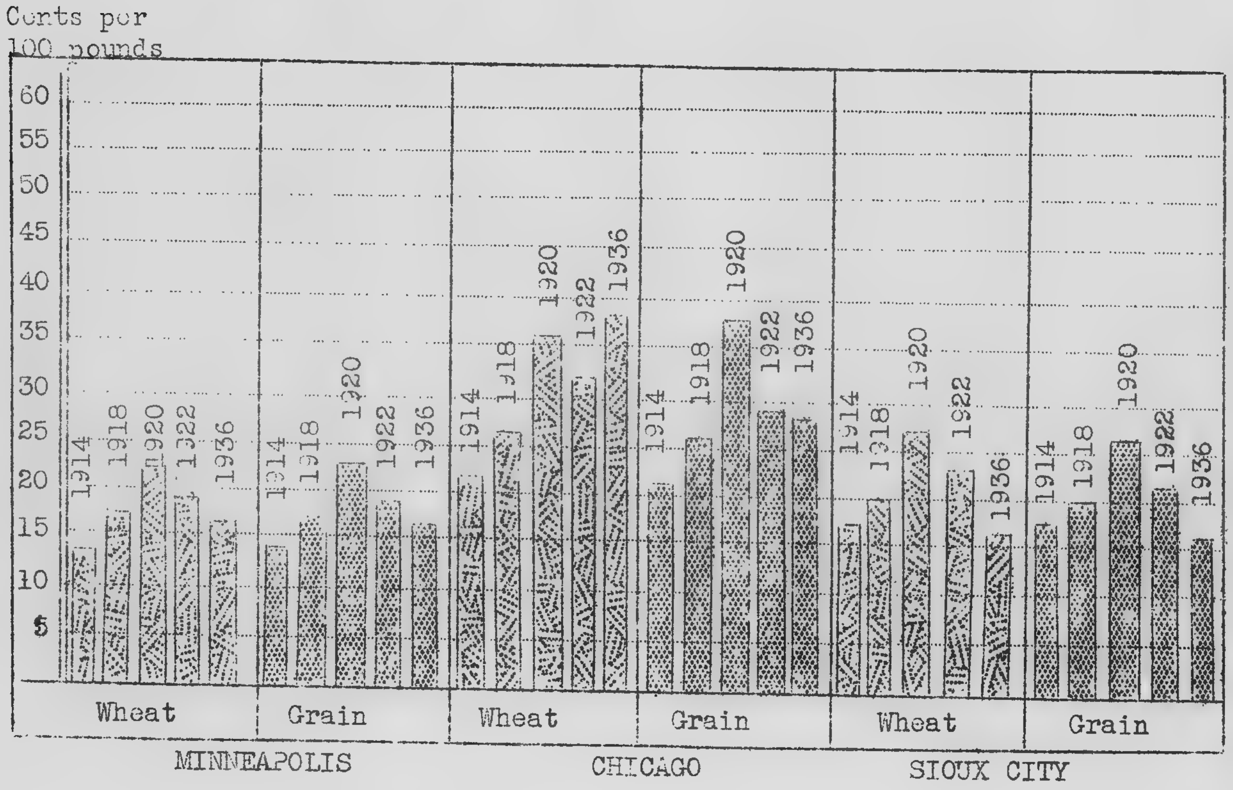
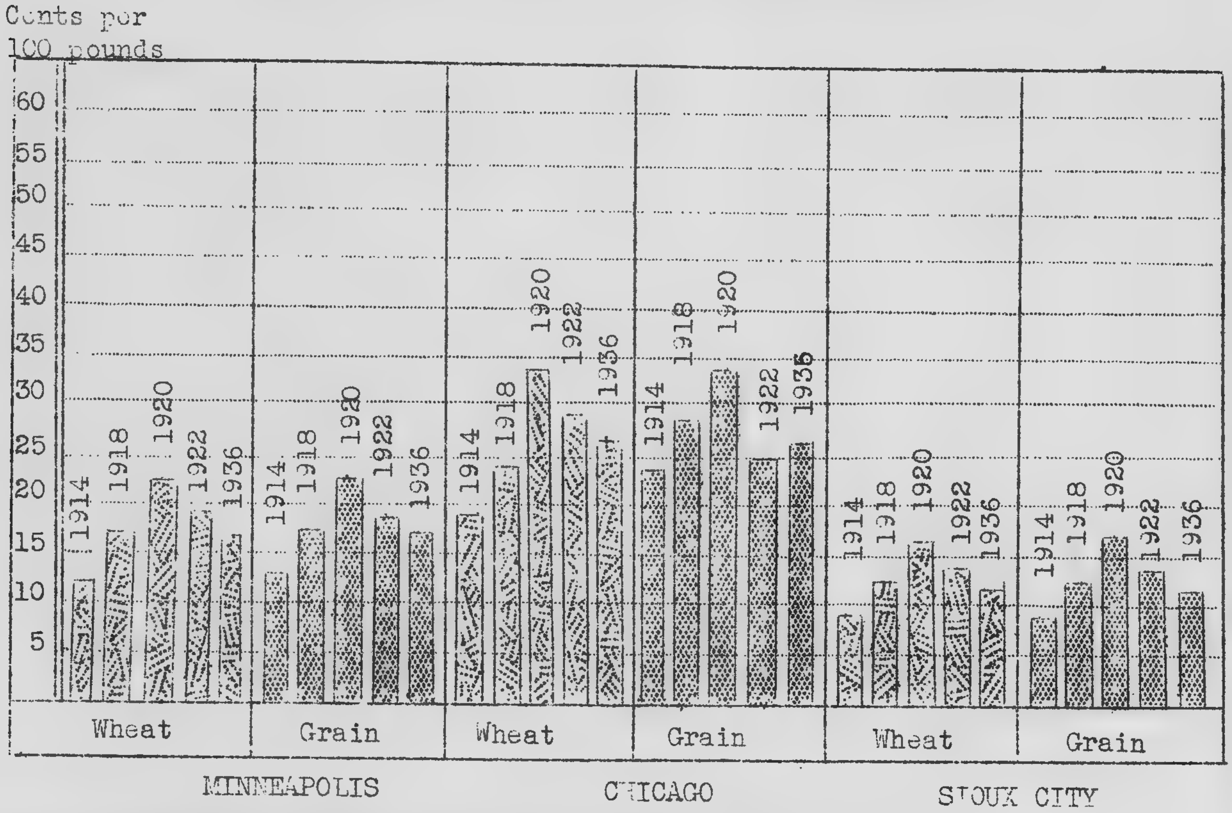


Figure 33 D. TREND IN FREIGHT RATES FROM SIOUX FALLS TO MINNEAPOLIS: CHICAGO: SIOUX CITY - 1914-1918-1920-1922-1936



SOURCE: Reports in the office of S. D. R. R. C.

Figure 33 - E. TREND IN FREIGHT RATES FROM YANKTON TO MINNEAPOLIS; CHICAGO: SIOUX CITY ---- 1914-1918-1920-1922-1936

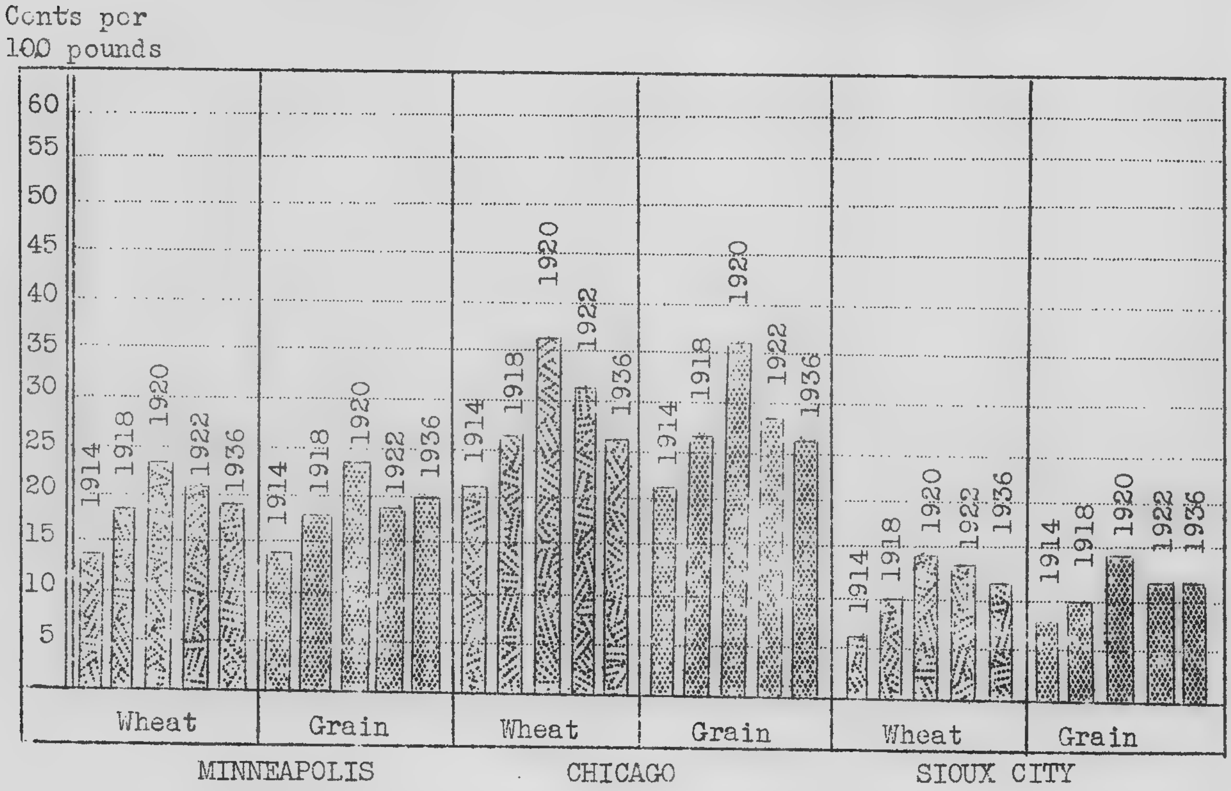
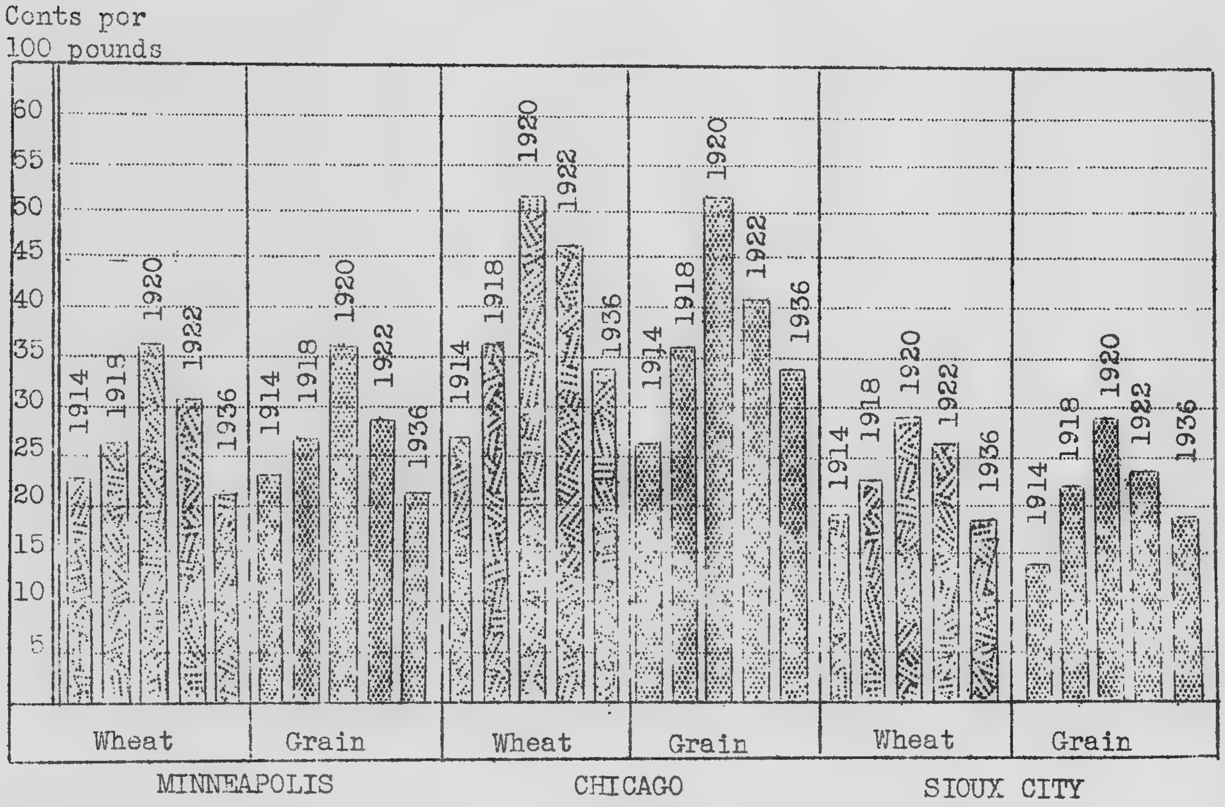
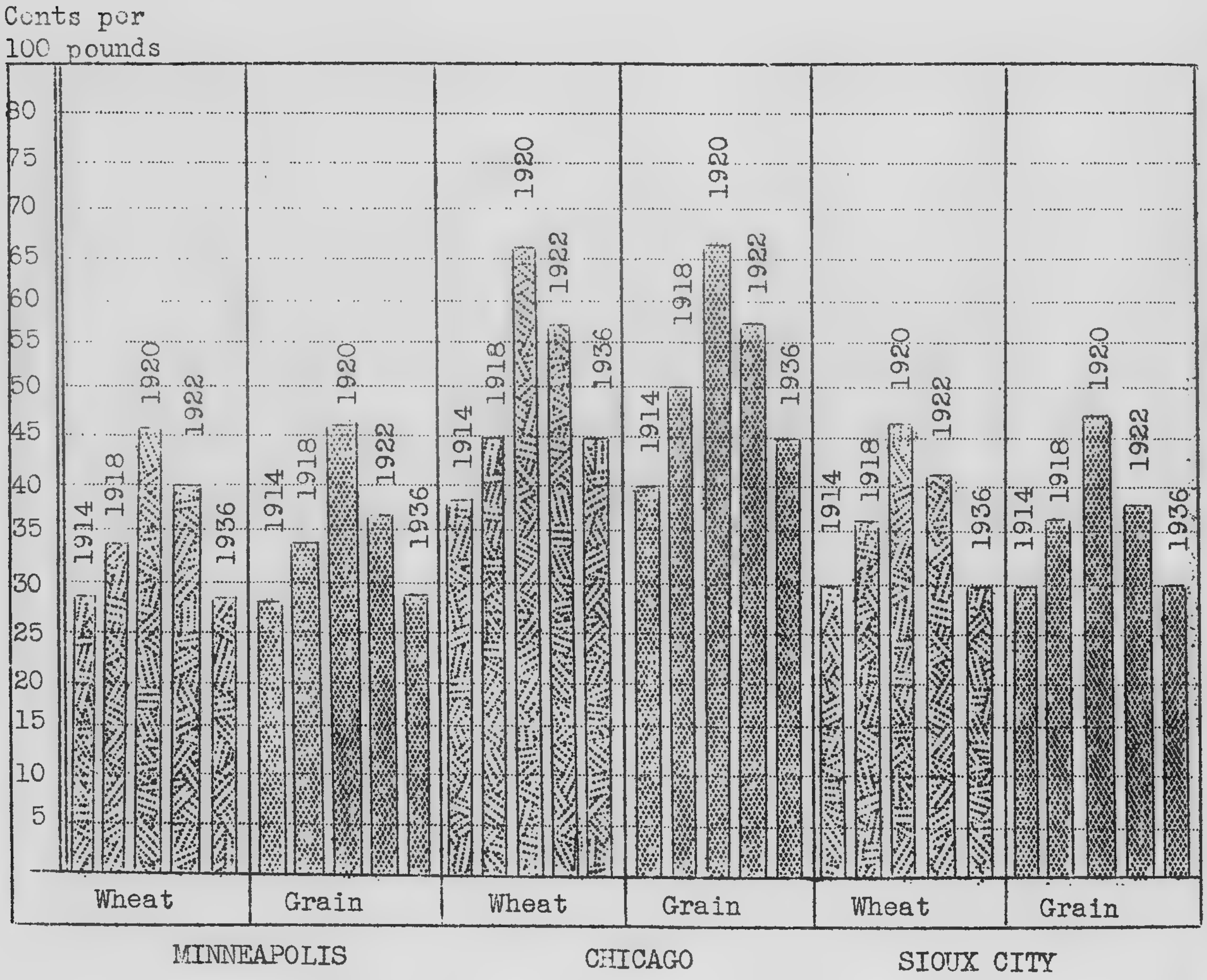


Figure 33 - F. TREND IN FREIGHT RATES FROM PIERRE TO MINNEAPOLIS: CHICAGO: SIOUX CITY ----- 1914-1918-1920-1922-1936



Source: Reports in Office of S. D. R. R. C.

Figure 33 G. TREND IN FREIGHT RATES FROM RAPID CITY TO MINNEAPOLIS; CHICAGO; SIOUX CITY 1914-1918-1920-1922-1936



Source: Reports in Office of S. D. R. R. C.

Figure 34 A. TREND IN FREIGHT RATES FROM ABERDEEN TO MINNEAPOLIS: CHICAGO; SIOUX CITY. - 1914-1918-1920-1922-Present

(The rates on cattle also apply on hogs double deck and sheep double deck. The rates on hogs and sheep applies only on single deck shipments.)

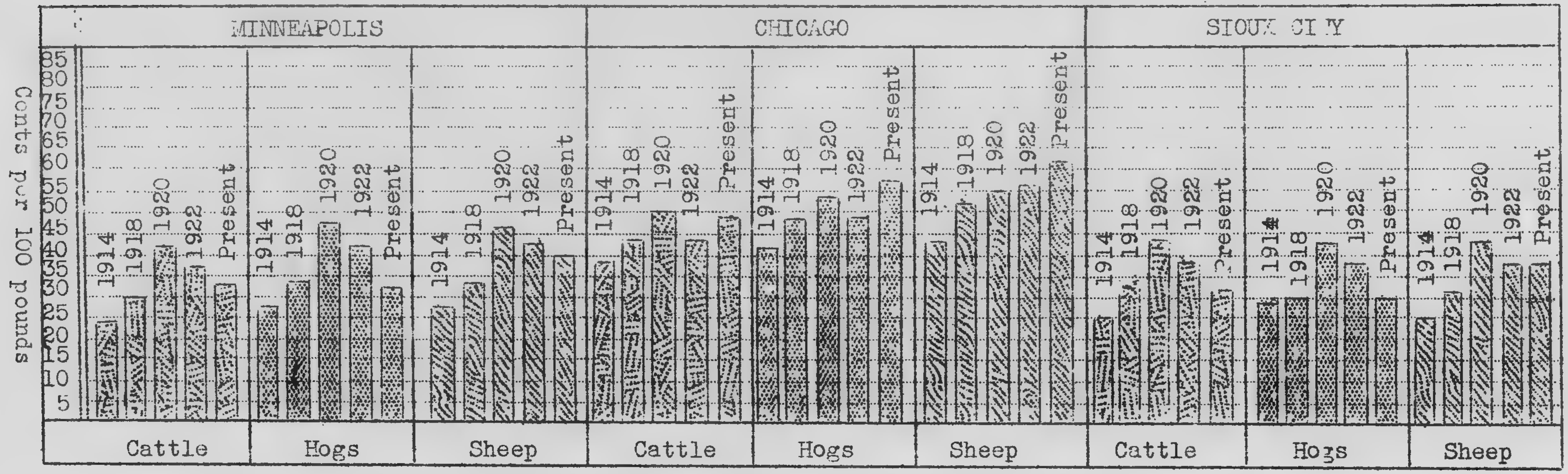


Figure 34 B. TREND IN FREIGHT RATES FROM HURON TO MINNEAPOLIS; CHICAGO; SIOUX CITY

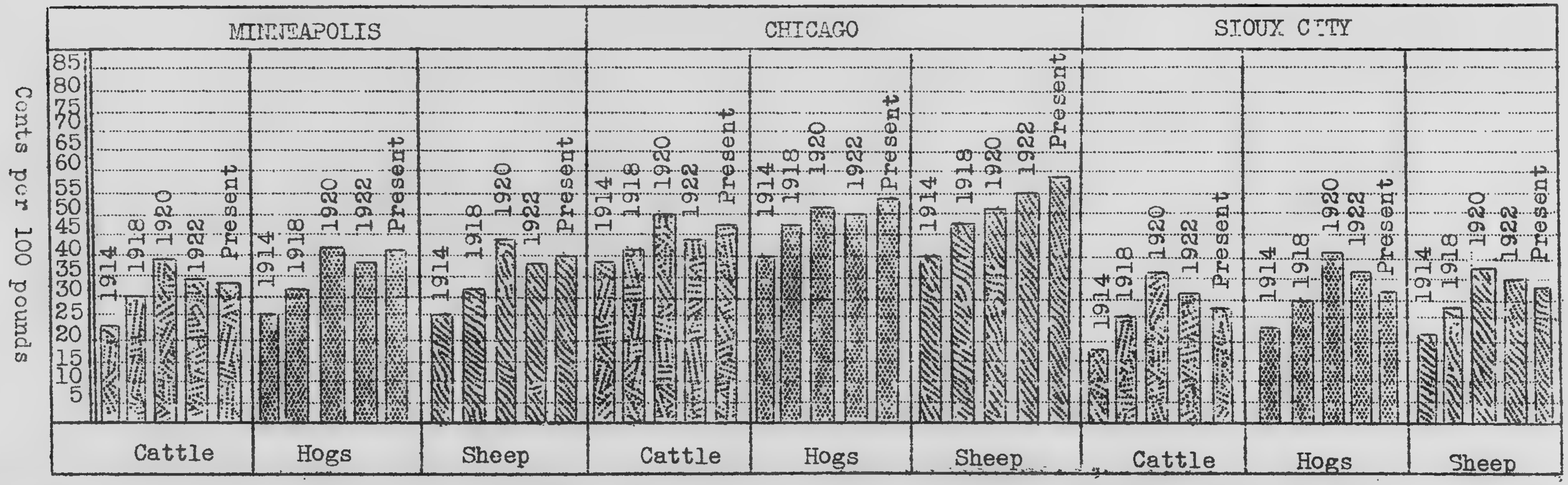


Figure 34 C. TREND IN FREIGHT RATES FROM WATERTOWN TO MINNEAPOLIS: CHICAGO: SIOUX CITY
1914- 1918 - 1920 - 1922 - Present
(The rates shown on cattle also apply on hogs double deck and sheep double deck. The rates shown on hogs and sheep applies only on single deck shipments.)

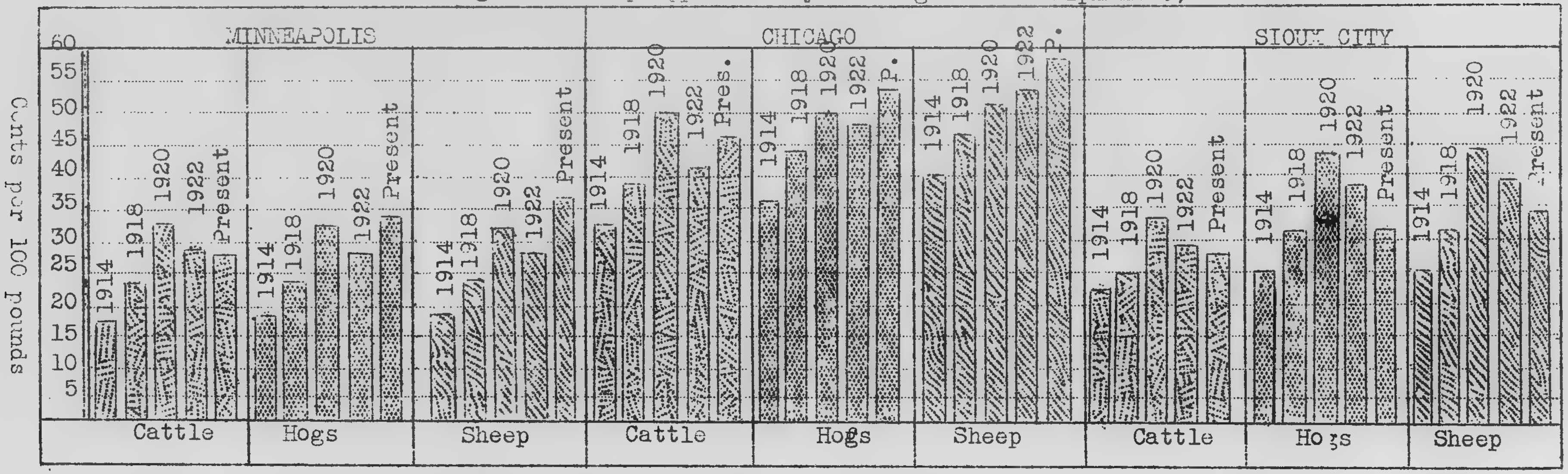
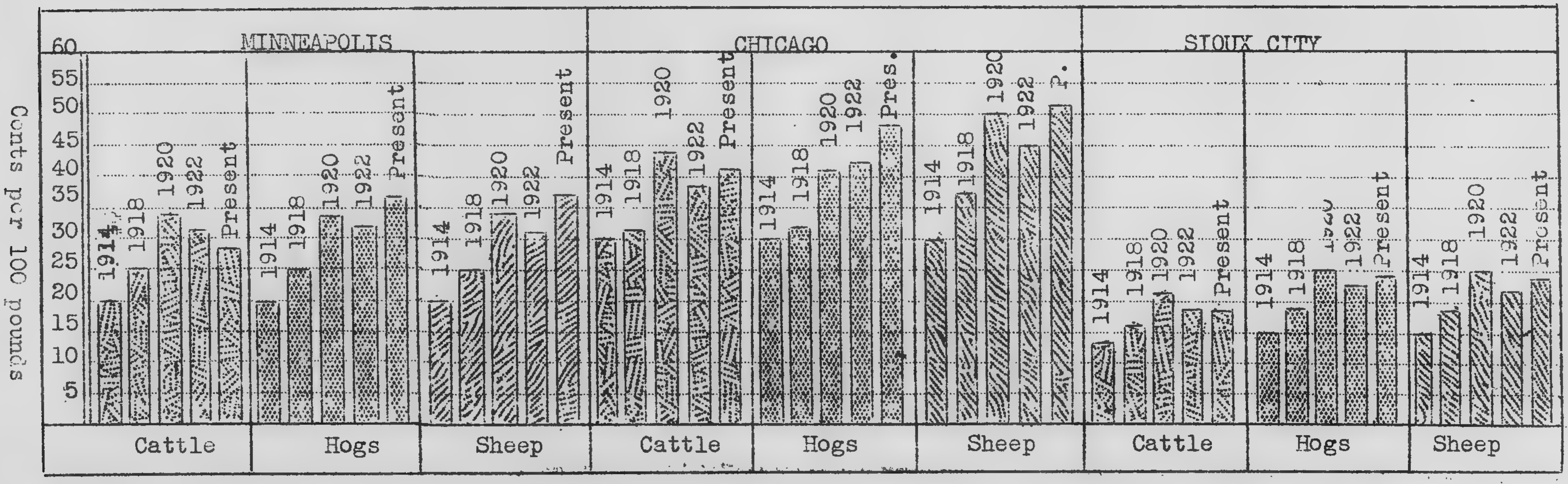


Figure 34 D. TREND IN FREIGHT RATES FROM SIOUX FALLS TO MINNEAPOLIS: CHICAGO: SIOUX CITY



[illegible]

Figure 34 E. TREND IN FREIGHT RATES FROM YANKTON TO MINNEAPOLIS: CHICAGO: SIOUX CITY
1914-1918-1920-1922-Present

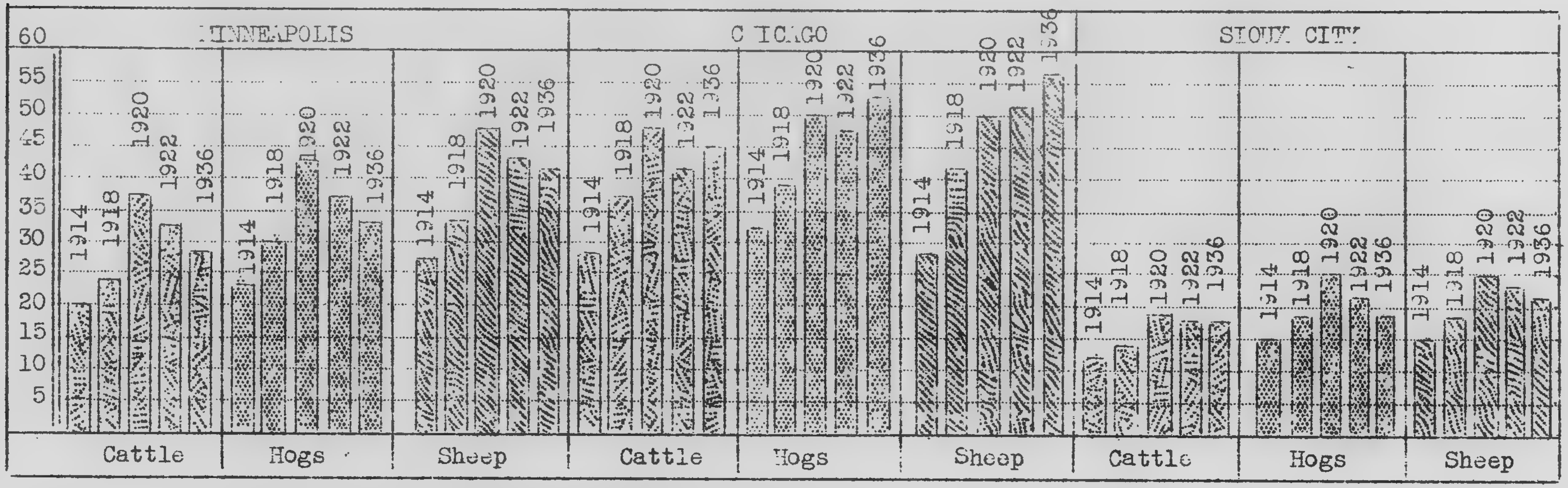
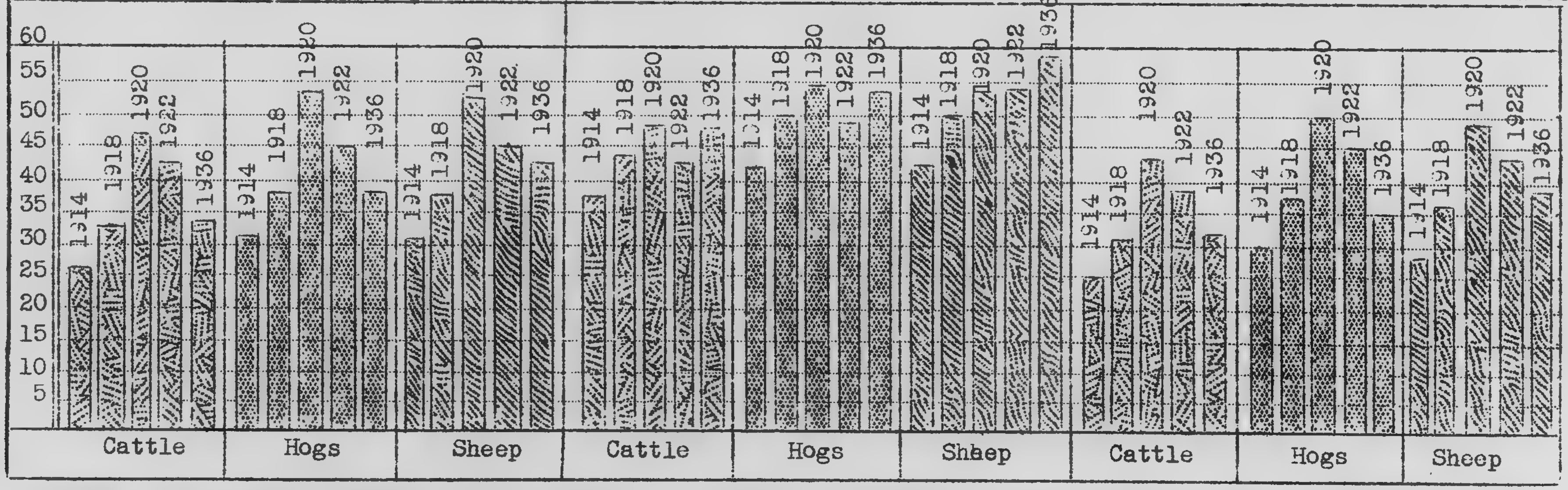
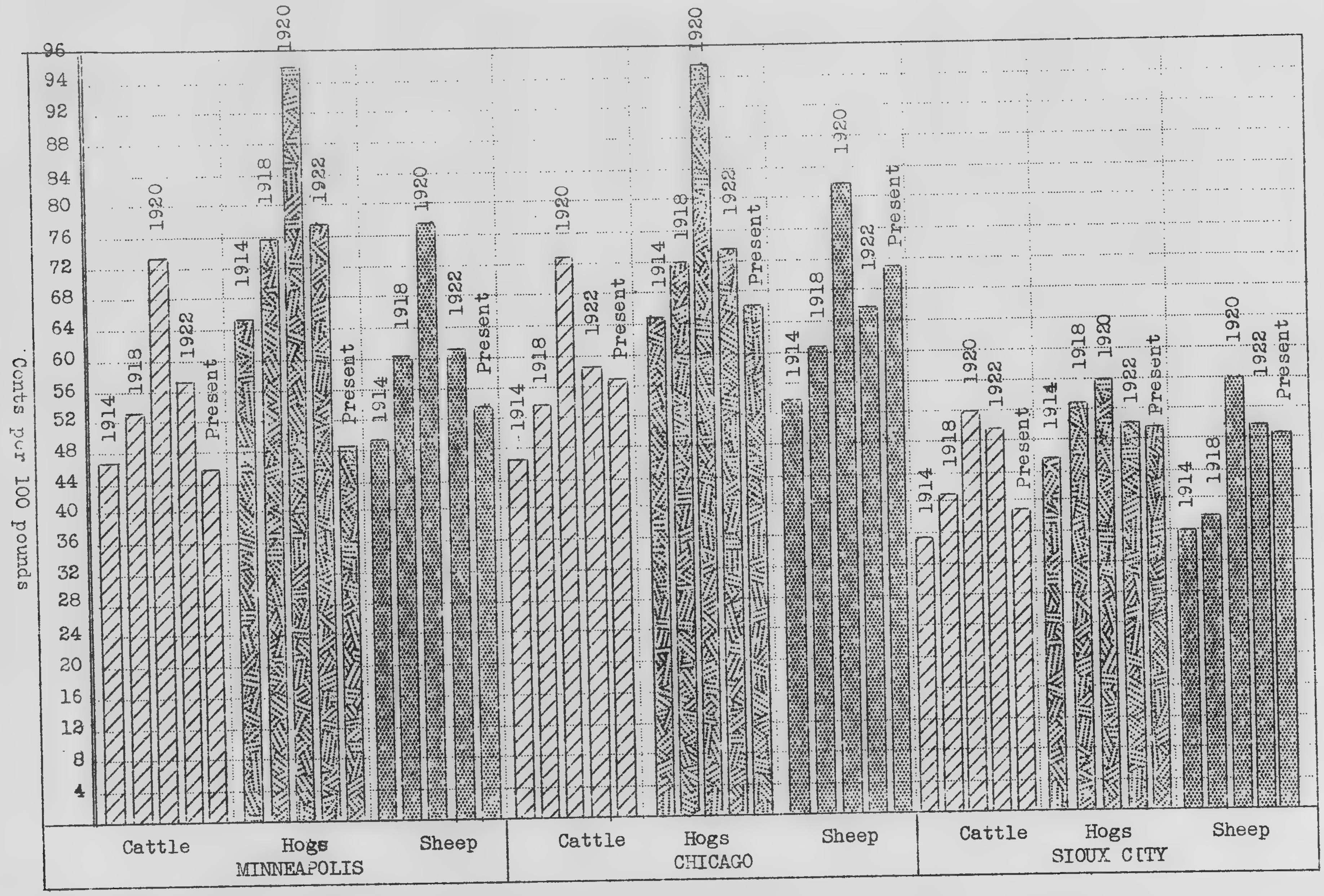


Figure 34 F. TREND IN FREIGHT RATES FROM PIERRE TO MINNEAPOLIS: CHICAGO: SIOUX CITY - 1914-1918-1920-1922-1936



SOURCE: Reports in office of S. D. R. R. C.

Figure 34 G. TREND IN FREIGHT RATES FROM RAPID CITY TO MINNEAPOLIS; CHICAGO; SIOUX CITY



SOURCE: Reports in office of S. D. R. R. Co.

TABLE 14 TRADE AREAS AND TRADE CENTERS - SOUTH DAKOTA

Trade Area and Trading Centers	1930 Population	No. of Railroads	No. of Industries	Total Cars Terminating	Total Cars Originating	Total Terminal Cars
Aberdeen Trade Area (124-S.D. 14-N.D.)	149,353	5	715	33,706	37,218	70,924
Aberdeen Trading Center	16,465	3	74	14,556	15,164	29,720
Brookings Trade Area (11-S.D. 4-Minn.)	31,295	3	62	4,420	2,364	6,784
Brookings Trading Center	4,376	1	18	2,241	430	2,671
Deadwood Trade Area (41-S.D. 2-Wyo.)	31,431	2	126	10,239	5,244	15,483
Deadwood Trading Center	2,559	2	31	2,555	929	3,484
Huron Trade Area (24-S.D.)	55,204	2	203	12,263	8,809	21,072
Huron Trading Center	10,946	1	29	7,225	6,476	13,701
Mitchell Trade Area (37-S.D.)	93,106	2	297	17,555	8,991	26,546
Mitchell Trading Center	10,946	1	35	5,777	3,454	9,231
Pierre Trade Area (29-S.D.)	53,266	2	162	9,315	7,107	16,422
Pierre Trading Center	3,659	1	21	2,701	900	3,601
Rapid City Trade Area (49-S.D.)	56,130	3	142	11,258	8,832	20,090
Rapid City Trading Center	10,404	2	50	6,010	5,413	11,423
Sioux Falls Trade Area (46-S.D. 25-Ia. 40-Minn,)	241,246	5	851	52,859	42,292	95,151
Sioux Falls Trading Center	33,362	5	180	23,807	23,526	47,333
Watertown Trade Area (42-S.D. 1-N.D. 13-Minn,)	163,193	6	407	13,012	12,239	25,251
Watertown Trading Center	10,214	4	72	4,779	3,505	8,284

TABLE 14 (cont.)

Yankton Trade Area (13-S.D.)	28,326	2	90	3,702	1,480	5,182
Yankton Trading Center	6,072	2	29	2,026	1,033	3,059

Source - Freight Traffic Report -- Federal Coordinator of Transportation

It will be noted that a general increase in the rates was common throug the war and post-war period, with a general reduction in the rates coming during the period following the post-war period and continuing up to the present time.

As a result of the rate investigations carried on by the Interstate Commerce Commission as authorized by Congress in the Hach-Smith Resolution passed early in 1925, the South Dakota Railroad Commission was able to secure the reduction in rates on some of the agricultural products moving out of the state.

At the present time, due primarily to the efforts of the South Dakota Railroad Commission, the Rates from South Dakota to the eastern markets compare very favorably with the prevailing rates in adjoining states, in that practically all freight rates are based, solely upon a mileage basis.

TRUCK MOVEMENTS Table 15 shows the number of "drive-ins" of hogs to the principle United States Livestock markets for the fifteen year period 1916-1930.

It will be noted that the total number has constantly increased during the fifteen year period, increasing from 579,102 head in 1916 to 9,927,779 head in 1930.

Figure 35 shows the trend in the number of "drive-ins" to the three principle livestock markets serving South Dakota, namely Sioux City, Omaha, and South St. Paul.

The trucks are handling a greater portion of hogs than of any other class of livestock and the truck movement for hogs is increasing more rapidl than that of the other principle classes of livestock. The truck movement is particularly heavy to such markets as Sioux City, South Omaha, St. Paul, St. Joseph and Kansas City.

Any increase in rates, over and above those now in effect, would practically dirve the balance of the livestock tonnage, especially for hauls up to 200, 300 and 400 miles, off the rails.

As in indication of what this truck movement means to the carriers in loss of revenue, the 1930 truck movement to Sioux City, 1660,250 hogs, represents the equivalent of 24,800 cars,[1] to the Sioux City Market alone, The average haul on this traffic is not much less than 100 miles and at the 100 mile South Dakota hog rate of $.234, this movement represents a loss of revenue to the railroads of $992,000.00 for that one market for one year.

PASSENGER TRAFFIC As previously pointed out in the report, the passenger traffic of the railroads has fallen off at an alarming rate with the advent of the extensive use of automobiles and the extensive development of the Federal, State and County highway systems.

It is a serious but common error to assume that automobile travel consists largely of business formerly handled by the railroads. While it is true that the automobile has wrested an enormous amount of the passenger traffic from the railroads, it has at the same time created additional travel of thousands of passenger miles per year. The motor industry was able to arouse this vast and dormant market only because it provided an attractive travel service at prices which appealed to the thrifty, and also because it promoted aggressively the sale of that service.

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[1] Based on 67 head of hogs averaging 250 lbs. equaling a minimum weight of 16,500 lbs.

Figure 35. TREND IN NUMBER OF TRUCK "DRIVE-INS" TO PRINCIPLE SOUTH DAKOTA MARKETS
SIOUX CITY - OMAHA - SOUTH ST. PAUL
1916-1930

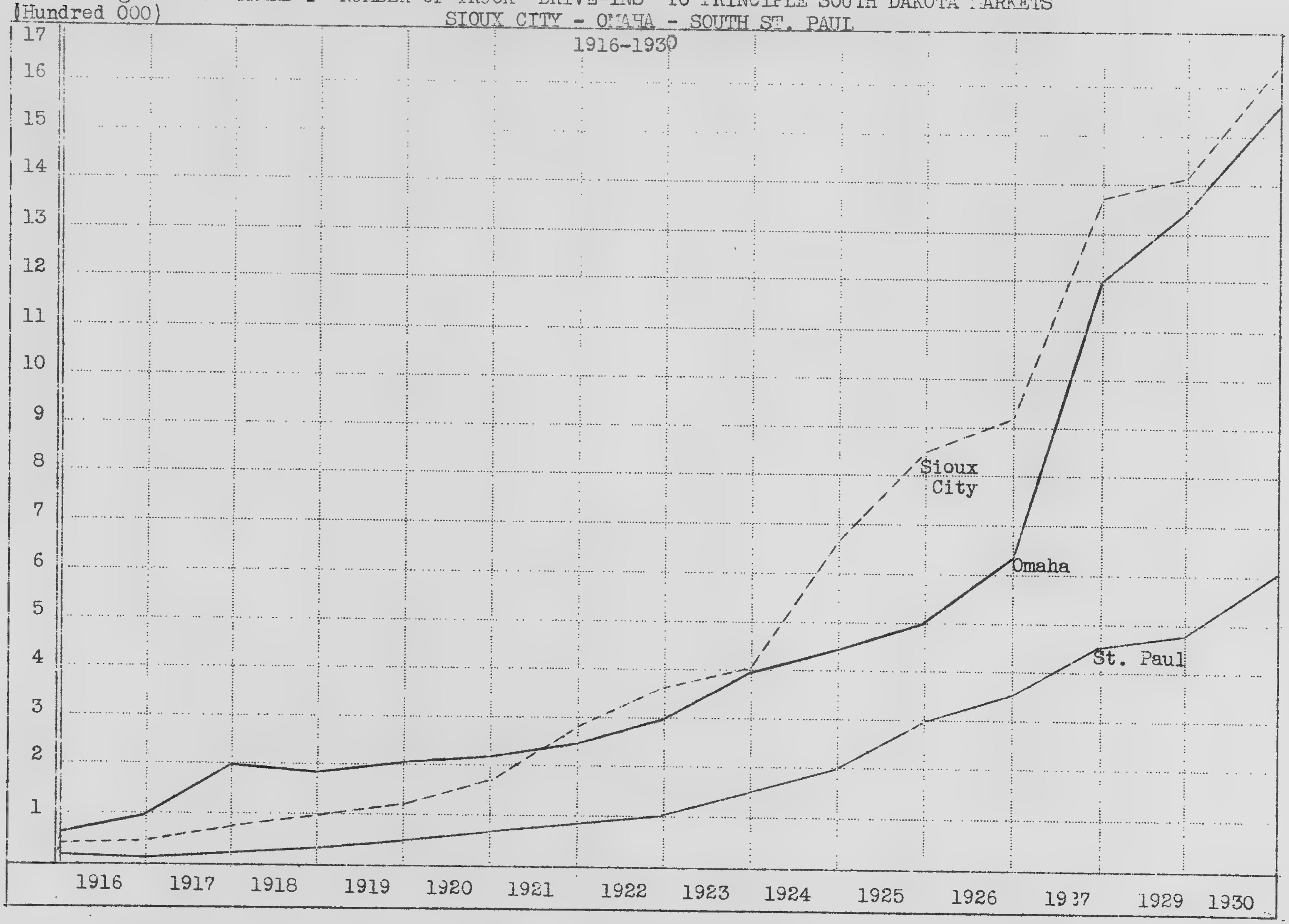

TABLE 15

STATEMENT SHOWING "DRIVE INS" OF HOGS AT THE PRINCIPLE UNITED STATES LIVESTOCK MARKETS FOR THE FIFTEEN YEAR PERIOD

Markets	1916	1917	1918	1919	1920
Chicago	4,398	3,954	9,100	28,095	33,108
Cincinnati		77,202	139,972	229,922	249,256
Denver	27,358	19,385	22,433	34,920	34,020
E. St. Louis	7,079	8,097	12,005	63,573	47,552
Fort Worth	23,142	38,658	56,886	34,658	36,193
Indianapolis	173,191	271,994	462,313	711,212	787,190
Kansas City	55,043	61,684	96,337	111,009	115,697
Louisville	64,777	106,641	109,813	175,150	127,265
Milwaukee	2,781	2,879	3,358	8,023	12,320
Oklahoma City	32,221	34,466	33,794	33,569	42,194
Omaha	46,542	65,922	188,417	179,036	181,546
Portland	15,665	21,109	29,879	31,140	36,941
St. Joseph	52,048	56,529	121,138	108,432	129,230
St. Paul	22,537	18,587	22,804	26,689	34,939
Sioux City	32,395	32,301	70,514	104,375	133,591
Wichita	19,925	25,040	32,940	38,966	52,375
	579,102	842,448	1,411,703	1,918,769	2,053,417

TABLE 15 (Cont.)

Markets	1921	1922	1923	1924	1925
Chicago	51,091	51,838	62,203	53,944	68,070
Cincinnati	276,023	288,126	303,980	287,906	239,109
Denver	30,612	50,862	64,985	92,704	78,250
E. St. Louis	26,747	38,286	73,055	92,309	90,622
Fort Worth	38,650	52,153	49,029	44,056	50,154
Indianapolis	808,195	734,281	934,960	922,904	768,628
Kansas City	121,038	145,678	165,438	197,104	183,454
Louisville	118,233	155,678	168,121	124,611	85,104
Milwaukee	12,071	18,290	23,136	24,052	26,179
Oklahoma City	50,893	105,454	117,430	97,264	98,134
Omaha	216,894	264,614	360,702	414,900	433,362
Portland	31,435	26,606	29,833	37,627	36,367
St. Joseph	165,169	192,291	234,396	247,511	235,159
St. Paul	42,124	65,315	122,302	150,614	218,640
Sioux City	179,931	277,514	383,448	483,307	665,394
Wichita	43,529	78,224	123,866	130,223	141,240
	2,212,635	2,545,210	3,216,944	3,401,866	3,417,866

TABLE 15 (Cont.)

Market	1926	1927	1928	1929	1930
Chicago	92,487	148,251	304,957	379,481	462,678
Cincinnati	280,429	367,727	471,266	455,559	441,580
Denver	66,924	73,950	127,366	163,369	168,820
E. St. Louis	230,300	227,599	484,436	803,076	939,462
Forth Worth	35,165	92,708	159,541	134,388	96,167
Indianapolis	745,505	880,678	1,203,934	1,353,580	1,259,711
Kansas City	235,234	306,016	526,049	708,909	790,254
Louisville	115,008	172,109	169,474	141,392	120,027
Milwaukee	39,933	56,017	67,042	91,236	118,241
Oklahoma City	88,754	132,866	245,750	271,623	240,910
Omaha	526,095	743,642	1,204,035	1,372,341	1,573,060
Portland	44,415	56,999	71,303	64,211	55,351
St. Joseph	279,994	387,975	700,238	855,539	958,343
St. Paul	294,287	353,573	423,363	488,643	733,007
Sioux City	845,871	922,405	1,378,319	1,491,667	1,660,250
Wichita	134,729	179,002	271,825	304,961	309,918
	4,055,130	5,101,517	7,808,898	9,079,975	9,927,779

Source: Reports on file in office os South Dakota Railroad Commission

In 1920, the average travel of every inhabitant of our country was 500 miles per annum. In 1929, it was over 2,000 miles; in 1933 about 1,700 miles per year, only 130 of which were by rail.1/ Within less than a decade, American travel desires and habits were quadripled, and at the end of four years of depression, were still more than three times as great as they were prior to the automotive era. An assumption that the travel market is now fully explored is of the same caliber as a similar assumption would have been in 1920. Travel desire once aroused is rarely, if ever, satiated. If the carriers can design a still more attractive service, offer it at a still cheaper price, and promote its sale by modern methods, they can possibl arouse a new carrier travel market in volume greater than that formerly handled by them, without seriously affecting the volume of automobile travel.

Shown in figure 36 is the trend in all travel miles for the period 1900-1933, for the country as a whole. Similar data pertaining specifically to South Dakota is not available, but the general trends for the country as a whole can be rightly assumed as picturing to a high degree of accuracy the situation as it exists in South Dakota.

HISTORY OF PASSENGER FARES

The basic passenger fare throughout the United States prior to 1918 was 2½ cents per mile. In June, 1918 the rate was increased to 3 cents per mile and in March, 1920 it was increased to 3.6 cents per mile. On June 1, 1936 on authority of a decision by the Interstate Commerce Commission, passenger fare was made 2 cents per mile for travel on coaches and 3 cents per mile for passengers taking Pullman accomodations. There were, of course, many deviations from these basic rates in different parts of the country at various periods. During part of the time some of the states had lower interstate rates than the basic fares and there was always held out to the traveling public summer excursions round trip excursions, special rates to conventions, fares, and other attractions, which were considerably lower than the basic fares, in some instances being as low as one cent per mile and at times lower than that. On the other hand, there were extra fare trains in other parts of the country which provided special accomodations, fast time schedules, etc., on which passengers paid higher than basic fares. However, the basic fares followed the following trend:

Previous to 1918	2½¢ per mile
June, 1918 - March, 1920	3¢ per mile
March, 1920 - June, 1936	3.6¢ per mile
June, 1936 - Present	2¢ per mile in coach 3¢ per mile in pullman

LENGTH OF HAUL REVENUE FREIGHT - REVENUE PASSENGERS

The trend in the average length of haul of revenu freight and revenue passengers in South Dakota is shown in figure 37.

It will be noted that the trend in the average length of haul in both cases has been steadily increasing during the period 1920-1935. This increas in the average is undoubtedly partially due to the ever increasing use of trucks and busses for shorter hauls. The extent to which this trend can be used as an actual barometer for truck and bus operations, however, is a very controversial point.

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1. Federal Coordinator of Transportation - Passenger Traffic Report 1933.

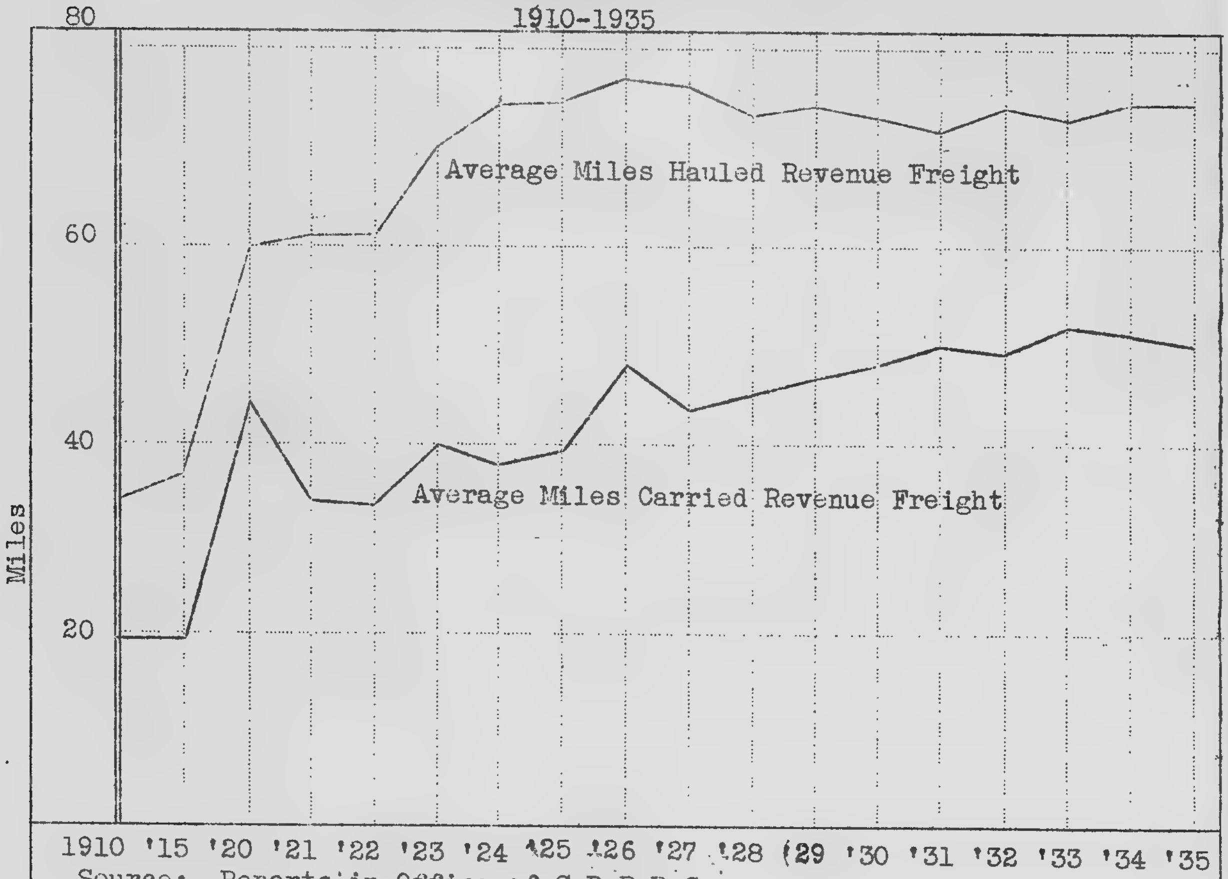
EQUIPMENT AND IMPROVEMENTS Many of the leading railroad companies, in an effort to recoup at least in part some of the lost passenger traffic have made extensive equipment improvements.

Among the more important and possibly the more successful improvements include air-conditioned coaches, improved and more convenient terminal facilities, more comfortable parlor, pullman and chair cars, lighter and fas passenger locomotives, completely modern high speed trains, such as the Zepher and Hiawatha, and numerous other minor services which add greatly to the comfort of the passenger.

CONCLUSION

This survey does not show that the railroads are an obsolescent form of transportation. It does indicate that the thing has happened to them which has happened to many other large industries with the great progress of scien and invention. A sudden and great change in conditions have tended to out model many of their ways of doing business and in many cases accelerated obsolescences in their equipment and other property. They can readjust themselves to these new conditions, but the process of adjustment will take time, will not be painless, and will draw upon the reserve of enterprise and initiative characteristic of our railroad development. At the end of this process of adjustment lie reinvigoration and the creation of new and profitable traffic.

TREND IN AVERAGE HAUL OF REVENUE FREIGHT AND AVERAGE MILES CARRIED
REVENUE PASSENGERS - SOUTH DAKOTA
1910-1935



Source: Reports in Office of S.D.R.R.C.

Figure 37

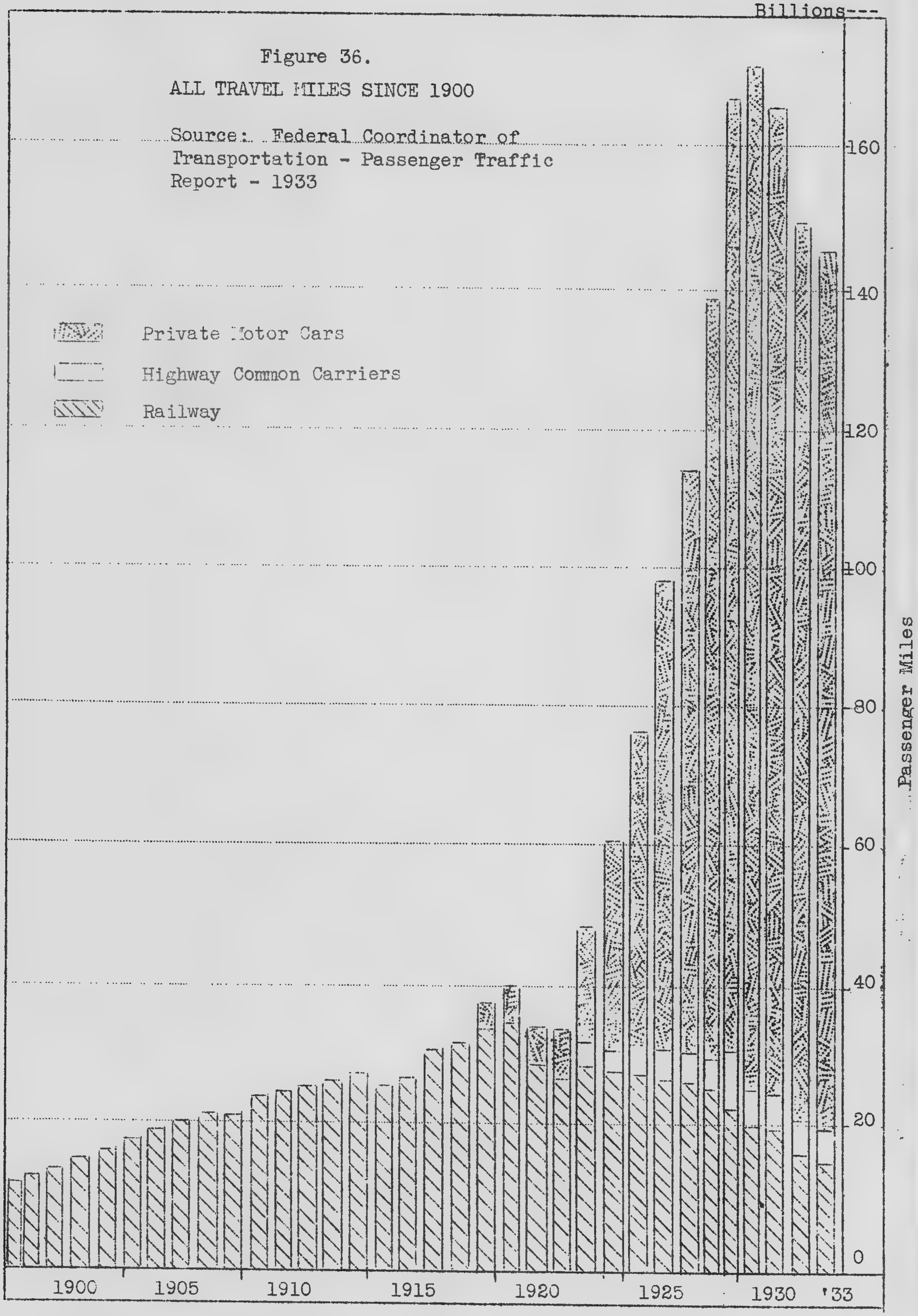


Figure 36.

ALL TRAVEL MILES SINCE 1900

Source: Federal Coordinator of Transportation - Passenger Traffic Report - 1933

TABLE 1

NUMBER OF TELEPHONE SUBSCRIBERS IN SOUTH DAKOTA
1927 - 1929 - 1930 - 1933

	CITY SUBSCRIBERS				RURAL SUBSCRIBERS				TOTAL SUBSCRIBERS			
	1927	1929	1930	1933	1927	1929	1930	1933	1927	1929	1930	1933
Dakota Central Tel. Company	25882	29818	24747	20027	8613	10483	9958	6284	34495	40301	34705	26311
Central West Public Service Co.	3453	4129	3872	2704	4440	5159	4913	2613	7893	9288	8785	5317
Northwestern Belle Telephone Co.	19808	21577	18879	18553	1887	2134	2152	1315	21695	23711	21031	19868
A - Exchanges	6134	5347	6298		4749	4515	4587		10883	10362	10885	
B - Exchanges	4128	2943	2739		7700	5508	5172		11828	8451	7911	
B - Rurals					12947	11745	8646		12947	11745	8646	
C - Rurals					1819	2365	6810		1819	2365	6810	
B - Estimated	55	108	37		337	2790	781		392	2898	818	
C - Estimated					117	183	415		117	183	415	
All Others Totaled#	10317	8898	9074	7393	37669	27106	26411	19829	47986	36004	35484	27222

— All others include A & B Exchanges, B & C, Rurals and B & C Estimates

TABLE 2

TOTAL FREIGHT AND PASSENGER TRAFFIC – SOUTH DAKOTA

1920 -- 1935

Year	Tons Miles Revenue Freight	Total Revenue Passenger Miles
1920	1,762,836,873	244,139,226
1921	1,227,040,271	165,238,955
1922	1,489,189,518	150,483,018
1923	1,691,938,598	148,913,032
1924	1,658,089,948	128,878,515
1925	1,618,194,278	119,915,469
1926	1,522,821,858	102,899,278
1927	1,735,345,648	92,385,443
1928	1,845,541,858	88,960,671
1929	1,720,965,045	79,867,974
1930	1,512,939,510	60,311,236
1931	1,178,094,270	42,580,026
1932	1,564,352,558	32,037,380
1933	887,932,126	33,883,995
1934	1,006,265,118	48,866,631
1935	995,682,177	51,959,209

Source: Railroad reports made to South Dakota Railroad Commission

TABLE 3

TOTAL NUMBER OF CARLOADS AND TONS OF FREIGHT ORIGINATING IN SOUTH DAKOTA 1922--1935 - INCLUSIVE

Year	Products of Agriculture		Animals and Products		Products of Mines		Products of Forests	
	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1922	62,849	2,356,898	63,546	722,594	7,641	331,858	1,399	68,773
1923	72,737	2,743,680	76,416	805,210	7,135	368,646	2,246	98,726
1924	77,706	2,983,384	79,707	837,844	4,935	267,966	2,068	89,480
1925	56,-74	2,138,436	77,344	831,457	6,065	302,223	1,342	47,365
1926	26,584	925,983	72,606	805,686	5,606	289,209	1,838	66,120
1927	58,961	2,269,188	58,056	661,286	6,830	349,461	3,851	75,768
1928	67,329	2,603,655	72,099	814,565	5,276	288,442	4,184	89,810
1929	54,511	2,159,821	65,777	769,107	6,661	346,658	3,342	80,716
1930	50,933	2,073,605	62,138	747,059	7,888	413,161	1,888	52,177
1931	21,849	824,138	63,907	796,898	9,517	549,409	850	24,996
1934	24,155	954,658	33,270	431,786	6,088	311,032	680	22,221
1933	27,335	1,069,979	43,348	572,203	5,136	265,028	1,165	34,719
1934	11,799	367,361	50,619	641,095	6,668	331,654	1,176	40,341
1935	24,385	922,471	18,385	255,408	5,719	293,490	1,334	28,352

TABLE 3

TOTAL NUMBER OF CARLOADS AND TONS OF FREIGHT ORIGINATING IN SOUTH DAKOTA 1922 - 1935 INCLUSIVE

Year	Manufactures and Miscellaneous		Local L.C.L.	Total	
	Carloads	Tons	Tons	Carloads	Tons
1922	6,148	129,803	195,974	141,586	3,805,900
1923	7,113	144,918	192,415	165,647	4,353,595
1924	6,704	141,807	176,131	171,120	4,496,612
1925	8,911	198,098	184,604	149,736	3,702,183
1926	8,029	196,519	157,227	114,663	2,440,447
1927	7,983	191,065	167,643	135,681	3,714,411
1928	9,465	229,991	183,352	158,353	4,209,815
1929	9,269	231,700	153,797	139,560	3,741,799
1930	8,306	228,724	146,969	131,153	3,661,695
1931	7,326	218,269	105,815	103,449	2,519,525
1932	3,946	114,099	66,604	68,139	1,900,400
1933	3,898	102,661	59,356	80,882	2,103,946
1934	6,687	176,498	43,284	76,949	1,600,233
1935	6,823	282,965	55,020	56,646	1,837,706

Year	Manufactures and Miscellaneous		Local L.C.L.	Totals	
	Carloads	Tons	Tons	Carloads	Tons
1928	53,809	1,168,546	319,302	139,342	3,823,352
1929	49,467	1,040,474	301,272	136,941	3,861,293
1930	46,881	1,049,501	236,174	125,553	3,652,565
1931	38,165	945,121	175,837	117,129	3,574,430
1932	27,727	702,291	111,698	99,662	3,008,474
1933	26,453	650,570	92,200	76,620	2,305,769
1934	33,390	844,804	95,846	117,313	3,239,101
1935	40,079	917,599	102,659	105,703	3,000,616

Only Years Data Available

Source: Railroad Reports Made to South Dakota Railroad Commission

Table 4
REVENUE FREIGHT CARRIED DURING THE YEAR - SOUTH DAKOTA
PRODUCTS OF AGRICULTURE

Year	Revenue Freight Originating on Respondents Road		All Other Revenue Freight Carried within the State		Total Revenue Freight Carried Within the State		Revenue Freight Terminating Within the State	
	Wheat		Wheat		Wheat		Wheat	
	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1920	269	10,756	49	2,034	318	12,790		
1921	5,547	390,840	4,915	206,738	10,462	597,578		
1922	16,321	677,201	4,459	186,808	20,780	864,009		
1923	23,057	958,737	2,729	114,560	25,786	1,073,297		
1924	22,962	989,892	509	22,061	23,471	1,011,953		
1925	21,143	888,433	218	9,188	21,361	897,621		
1926	9,398	383,060	6,252	274,331	15,650	657,391		
1927	24,746	1,069,430	9,303	423,668	34,049	1,493,098		
1928	21,290	912,479	11,021	516,455	32,311	1,428,934	568	22,570
1929	18,544	813,227	8,927	390,428	27,471	1,203,655	451	19,021
1930	20,440	914,086	5,270	252,133	25,710	1,166,219	528	22,970
1931	10,371	450,608	3,650	167,116	14,021	617,724	706	29,174
1932	15,405	696,381	4,658	216,199	20,063	912,580	970	35,401
1933	10,644	455,989	4,065	195,880	14,709	651,869	256	11,590
1934	1,902	75,222	3,347	133,992	5,249	209,214	2,770	69,134
1935	8,296	346,813	3,374	148,611	11,670	495,424	1,128	46,566

Note: Data for years omitted not available

Source: Reports on file in office of South Dakota Railroad Commission

TABLE 4

REVENUE FREIGHT CARRIED DURING THE YEAR - SOUTH DAKOTA PRODUCTS OF AGRICULTURE

Year	Revenue Freight Originating on Respondents Road Corn Carloads	 Tons	All Other Revenue Freight Carried within the State Corn Carloads	 Tons	Total Revenue Freight Carried Within the State Corn Carloads	 Tons	Revenue Freight Terminating Within the State Corn Carloads	 Tons
1920	574	26,796	164	7,090	738	33,886		
1921	6,747	597,340	2,852	109,011	9,599	706,351		
1922	21,783	894,667	3,753	146,088	25,536	1,040,755		
1923	19,482	812,690	1,643	64,602	21,125	877,292		
1924	18,804	761,301	535	23,759	19,339	585,060		
1925	7,018	272,560	207	7,541	7,225	280,101		
1926	2,934	109,521	3,102	116,592	6,036	226,113		
1927	6,422	249,523	2,651	97,640	9,073	347,163		
1928	16,683	680,259	2,498	92,015	19,181	772,274	838	29,869
1929	11,604	483,182	2,227	81,005	13,831	564,187	869	32,424
1930	9,169	374,943	1,410	52,750	10,579	427,693	482	17,447
1931	2,039	81,762	5,867	222,739	7,906	304,501	5,147	198,587
1932	171	6,131	5,225	197,254	5,396	203,385	4,857	184,413
1933	1,739	65,863	1,671	64,825	3,410	130,688	1,306	46,073
1934	2,223	81,684	6,534	258,251	8,757	339,935	5,204	201,080
1935	2,609	104,309	2,264	87,103	4,873	191,412	1,254	44,949

Note: Data for years ommitted not available

Source: Railroad Reports on file in office of South Dakota Railroad Commission

TABLE 4

REVENUE FREIGHT CARRIED DURING THE YEAR - SOUTH DAKOTA PRODUCTS OF AGRICULTURE

Year	Revenue Freight Originating on Re-Respondents Road		All Other Revenue Freight Carried within the State		Total Revenue Freight Carried Within the State		Revenue Freight Terminating Within the State	
	Oats		Oats		Oats		Oats	
	Carload	Tons	Carload	Tons	Carloads	Tons	Carloads	Tons
1920	508	19,723	47	2,020	555	21,743		
1921	4,895	293,809	1,040	35,356	5,955	329,665		
1922	8,835	309,993	684	22,749	9,519	332,742		
1923	11,225	411,043	337	12,116	11,562	423,159		
1924	15,750	581,076	228	8,808	15,978	589,884		
1925	12,088	456,954	75	5,371	12,163	462,325		
1926	3,895	142,458	1,228	42,249	5,123	184,707		
1927	6,816	228,043	1,767	59,322	8,583	287,365		
1928	7,518	259,953	845	28,328	8,363	288,281	281	8,900
1929	6,186	231,875	661	23,510	6,847	255,385	232	7,400
1930	5,469	203,418	411	14,631	5,880	218,049	119	3,750
1931	1,528	55,080	2,348	84,553	3,876	139,633	2,293	82,745
1932	768	28,712	2,610	90,937	3,378	119,649	2,280	79,566
1933	1,887	69,725	255	8,593	2,142	78,318	148	22,710
1934	309	9,856	1,319	43,589	1,628	53,445	1,249	41,055
1935	3,249	106,095	1,385	45,546	4,634	151,641	1,130	36,738

Note: Data for years omitted not available

Source: Railroad Reports on file in office of South Dakota Railroad Commission

TABLE 4

REVENUE FREIGHT CARRIED DURING THE YEAR - SOUTH DAKOTA PRODUCTS OF AGRICULTURE

Year	Revenue Freight Originating Within the State Barley and Rye		All Other Revenue Freight Carried on within the State Barley & Rye		Total Revenue Freight Carried Within the State Barley & Rye		Revenue Freight Terminating Within the State Barley & Rye	
	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1920								
1921								
1922								
1923								
1924								
1925								
1926								
1927								
1928	10,547	418,255	1,879	81,198	12,426	499,453	93	3,795
1929	7,941	327,729	1,055	45,591	8,996	373,320	122	4,163
1930	7,659	319,929	661	29,001	8,320	348,930	138	5,112
1931	1,853	72,851	411	16,203	2,264	89,054	375	13,963
1932	3,655	152,441	468	18,557	4,123	170,998	220	7,676
1933	5,208	211,692	888	33,311	6,096	245,003	122	783
1934	1,066	39,496	225	8,326	1,291	47,822	140	5,224
1935	5,065	202,470	897	33,409	5,962	235,879	563	20,136

Note: Data for years omitted not available

Source: Reports on file in office of South Dakota Railroad Commission

TABLE 4

REVENUE FREIGHT CARRIED DURING THE YEAR - SOUTH DAKOTA
PRODUCTS OF AGRICULTURE

Year	Revenue Freight Originating Within the State		All Other Revenue Freight Carried Within the State		Total Revenue Freight Carried Within the State		Revenue Freight Terminating Within the State	
	Hay & Alfalfa		Hay & Alfalfa		Hay & Alfalfa		Hay & Alfalfa	
	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1920	178	22,164	531	6,053	709	8,217		
1921	941	28,162	66	2,732	1,007	30,894		
1922	2,819	32,247	286	3,771	3,105	56,018		
1923	3,482	42,494	321	4,104	3,803	46,898		
1924	2,787	47,392	156	1,997	2,943	49,389		
1925	1,904	24,852	213	2,675	2,117	27,527		
1926	3,207	32,442	750	9,465	3,957	41,907		
1927	2,324	30,030	974	13,120	3,298	43,150		
1928	1,680	22,162	170	2,283	1,850	24,445		
1929	933	12,415	215	2,912	1,148	15,327	445	5,708
1930	737	29,853	231	3,054	968	12,907	615	8,173
1931	2,083	28,030	1,167	16,192	3,250	44,222	537	7,061
1932	2,421	32,649	5,247	70,116	7,668	102,765	2,305	31,618
1933	695	9,584	349	4,673	1,044	14,257	7,001	94,578
1934	2,240	29,406	11,941	162,418	14,181	191,854	685	9,332
1935	394	5,677	3,991	71,892	4,385	77,549	12,217	164,765
							3,283	55,575

Note: Data for years omitted not available

Source; Reports on file in office of South Dakota Railroad Commission

TABLE 4

REVENUE FREIGHT CARRIED DURING THE YEAR - SOUTH DAKOTA PRODUCTS OF AGRICULTURE

Year	Revenue Freight Originating on Respondents Road Potatoes (other than sweet)		All Revenue Freight Carried Potatoes (Other than sweet)		Total Revenue Freight Potatoes (Other than sweet)		Total Revenue Freight Terminating Respondents Road Potatoes (Other than sweet)	
	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1920	127	2,716	35	1,219	162	3,935		
1921	2,200	59,129	3,048	61,752	5,248	120,881		
1922	2,309	44,567	2,797	54,683	5,106	99,250		
1923	2,960	53,851	3,026	57,702	5,986	111,553		
1924	1,822	33,724	398	7,248	2,220	40,972		
1925	1,069	23,388	331	5,931	1,400	29,319		
1926	487	8,819	806	14,259	1,293	23,078		
1927	1,933	35,205	658	11,789	2,591	46,994		
1928	1,726	31,055	368	6,722	2,094	37,777	230	3,938
1929	2,145	38,244	440	7,464	2,585	45,688	531	9,173
1930	917	16,560	577	9,174	1,494	25,734	802	12,908
1931	134	2,393	1,281	21,844	1,415	24,237	1,199	18,711
1932	1,067	19,217	334	5,731	1,401	24,948	391	6,590
1933	790	14,096	332	5,161	1,122	19,257	318	4,837
1934	49	916	1,271	22,073	1,320	22,989	1,090	18,576
1935	264	4,959	1,289	22,839	1,553	27,798	1,175	19,390

Note: Data for years omitted not available

Source: Reports on file in office of South Dakota Railroad Commission

TABLE 5

REVENUE FREIGHT CARRIED DURING THE YEAR - SOUTH DAKOTA ANIMALS AND PRODUCTS

Year	Revenue Freight Originating on Respondents Road		All Other Revenue Freight Carried Within the State		Total Revenue Freight Carried Within the State		Revenue Freight Terminating Within the State	
	Cattle & Calves		Cattle & Calves		Cattle & Calves		Cattle and Calves	
	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1920	63,949	733,234	12,346	143,714	76,295	876,948		
1921	8,963	436,417	1,344	18,158	10,307	454,575		
1922	24,977	293,601	3,709	44,419	28,686	338,020		
1923	22,823	261,805	2,457	28,871	25,280	290,676		
1924	28,046	316,610	2,172	25,537	30,218	342,147		
1925	28,854	329,054	1,754	21,644	30,608	350,698		
1926	27,861	318,594	9,502	117,812	37,363	436,406		
1927	19,874	230,943	7,180	89,808	27,054	320,751		
1928	20,553	234,776	7,511	92,017	28,064	326,793	6,220	73,851
1929	8,482	210,586	7,189	89,161	15,671	299,747	5,120	63,154
1930	17,339	202,514	6,923	87,125	24,262	289,639	6,854	55,796
1931	17,822	208,387	6,169	76,874	23,991	235,261	2,899	36,390
1932	8,358	97,097	4,215	53,009	12,573	150,106	1,954	24,961
1933	14,162	169,605	5,340	64,830	19,502	234,435	2,078	25,032
1934	30,169	350,606	10,117	121,280	40,286	471,886	4,173	47,530
1935	6,935	84,871	7,510	79,001	14,445	163,872	3,536	42,616

Source: Railroad Reports made to South Dakota Railroad Commission

Note: Data for years omitted unavailable

TABLE 5

REVENUE FREIGHT CARRIED DURING THE YEAR - SOUTH DAKOTA ANIMALS AND PRODUCTS

Year	Revenue Freight Originating on Respondents Road		All Other Revenue Freight Carried Within the State		Total Revenue Freight Carried Within the State		Total Revenue Freight Rerminating on Respondents Road	
	Hogs		Hogs		Hogs		Hogs	
	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1920	67,624	642,543	9,564	87,348	77,188	729,891		
1921	14,617	286,233	1,270	15,311	15,887	301,544		
1922	32,407	339,935	3,224	33,145	35,631	373,080		
1923	45,651	437,111	3,429	33,461	49,080	470,572		
1924	42,853	396,407	1,927	18,978	44,780	415,385		
1925	37,878	359,345	1,781	17,836	39,659	377,181		
1926	31,462	309,863	5,397	52,804	36,859	362,667		
1927	23,046	224,365	5,861	56,750	28,907	281,115		
1928	33,234	331,481	7,146	70,425	40,380	401,906	15,071	146,531
1929	29,134	303,958	6,634	68,259	36,068	372,217	13,352	128,241
1930	26,739	278,435	7,923	93,531	34,662	371,966	12,394	118,433
1931	24,962	285,457	9,417	99,016	34,379	384,473	11,641	115,154
1932	8,969	100,011	5,594	63,673	14,563	163,684	6,430	68,443
1933	10,269	123,689	4,454	51,960	14,723	175,649	5,256	55,682
1934	3,496	42,326	6,258	52,865	9,754	95,191	5,937	45,397
1935	837	11,422	2,433	29,078	3,270	40,500	2,140	24,477

Note: Data for years omitted not available

Source: Reports on file in the office of Railroad Commission of South Dakota

TABLE 5

REVENUE FREIGHT CARRIED DURING THE YEAR - SOUTH DAKOTA ANIMALS AND PRODUCTS

Year	Revenue Freight Originating on Respondents Roads Sheep and Goats		All Other Revenue Freight Carried Within the State Sheep and Goats		Total Revenue Freight Carried Within the State Sheep and Goats		Total Revenue Freight Terminatong on Respondents Road Sheep and Goats	
	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1920	6,570	60,037	4,022	44,011	10,592	104,048		
1921	1,058	15,042	140	1,163	1,198	16,205		
1922	2,273	19,255	210	1,953	2,483	21,208		
1923	1,634	15,231	69	239	1,703	15,470		
1924	2,146	19,697	122	1,289	2,268	20,986		
1925	1,929	17,597	141	1,460	2,070	19,057		
1926	1,958	17,267	1,331	14,004	3,289	31,271		
1927	1,922	17,486	1,382	14,723	3,304	32,209		
1928	2,121	19,504	1,371	14,654	3,492	34,158	782	8,134
1929	2,041	18,983	1,751	19,302	3,792	38,285	915	9,693
1930	2,637	26,070	2,255	23,578	4,892	49,648	999	10,927
1931	3,115	31,640	2,952	32,681	6,067	64,321	940	14,548
1932	2,094	20,335	1,864	19,392	3,958	39,727	697	6,819
1933	2,407	23,158	2,045	21,345	4,452	44,503	594	5,934
1934	2,941	28,095	3,300	34,444	6,241	62,539	768	7,745
1935	1,382	13,678	2,552	26,211	3,934	39,889	963	9,845

Note: Data for years omitted not available

Source: Reports on file in the office of Railroad Commission of South Dakota

TABLE 5

REVENUE FREIGHT CARRIED DURING THE YEAR - SOUTH DAKOTA
ANIMALS AND PRODUCTS

Year	Revenue Freight Originating on Respondents Road		All Other Revenue Freight Carried Within the State		Total Revenue Freight Carried Within the State		Revenue Freight Terminating Within the State	
	Horses & Mules		Horses & Mules		Horses & Mules		Horses & Mules	
	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1920	3,790	42,390	1,010	11,677	4,800	54,067		
1921	449	9,365	55	663	504	10,028		
1922	717	7,433	115	1,402	832	8,835		
1923	1,068	10,902	75	942	1,143	11,844		
1924	1,338	15,250	102	1,230	1,440	16,480		
1925	1,755	20,209	136	1,560	1,891	21,769		
1926	2,183	25,315	746	8,983	2,929	34,298		
1927	1,745	20,183	545	6,505	2,290	26,688		
1928	1,837	21,207	577	6,853	2,414	28,060		
1929	1,664	19,492	921	10,958	2,585	30,450	677	7,754
1930	1,429	16,991	687	8,182	2,116	25,173	590	7,128
1931	1,663	19,629	673	8,081	2,336	27,710	358	4,175
1932	959	11,872	314	3,715	1,273	15,587	303	3,670
1933	1,641	19,936	492	6,040	2,133	25,976	59	708
1934	2,107	26,332	829	10,019	2,936	36,351	125	1,511
1935	1,122	13,518	658	7,902	1,780	21,420	290	2,452
							266	3,206

Note: Data for years ommitted unavailable

Source: Railroad Reports made to South Dakota Railroad Commission

TABLE 5

REVENUE FREIGHT CARRIED DURING THE YEAR - SOUTH DAKOTA
ANIMALS AND PRODUCTS

Year	Revenue Freight Originating Within the State		All Other Revenues Freight Carried Within the State		Total Revenue Freight Carried Within the State		Revenue Freight Terminating Within the State	
	Poultry		Poultry		Poultry		Poultry	
	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1920	1,445	16,200	502	6,432	1,947	22,632		
1921	269	6,116	5	161	274	6,277		
1922	538	5,823	69	933	607	6,356		
1923	852	9,129	108	1,133	960	10,262		
1924	867	9,333	275	2,920	1,142	12,253		
1925	1,061	11,286	231	2,529	1,292	13,315		
1926	1,407	15,159	517	5,891	1,924	21,050		
1927	1,256	14,153	391	4,422	1,647	18,575		
1928	1,072	11,575	427	4,649	1,499	16,224	133	1,390
1929	1,040	11,537	482	4,594	1,472	16,131	42	431
1930	1,008	11,406	526	5,744	1,534	17,150	6	80
1931	1,254	14,012	572	5,989	1,826	20,001	21	201
1932	1,042	12,012	506	4,994	1,548	17,006	16	147
1933	1,288	15,264	364	3,721	1,652	18,985	2	18
1934	1,169	12,787	272	2,661	1,441	15,448	4	31
1935	577	6,435	76	797	653	7,232	1	10

Note: Data for year omitted not available

Source: Reports on file in office of South Dakota Railroad Commission

TABLE 6

TOTAL REVENUE FREIGHT CARRIED DURING THE YEAR - SOUTH DAKOTA

Year	Products of Agriculture		Animals and Products		Products of Mines		Products of Forests	
—	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1900		404,025		76,854		60,529		55,502
1901								
1903		29,376		9,097		25,410		10,463
1905		505,913		173,324		295,723		78,616
1906								
1910		1,047,728		204,180		444,315		237,251
1915		5,326,217		922,467		1,681,587		2,436,701
1920	3,676#	365,909	2,015	224,334	1,278#	742,990	424#	270,005
1921	39,525	2,310,796	30,138	646,592	7,061	464,924	3,871	44,067
1922	80,446	2,857,599	71,383	812,682	27,351	1,177,551	9,422	300,099
1923	61,444	2,263,363	57,397	626,556	13,405	719,589	4,857	188,666
1924	82,051	3,104,097	84,701	893,549	20,260	971,559	5,435	201,822
1925	59,845	2,225,513	81,843	883,426	20,930	961,922	6,137	211,620
1926	48,579	1,609,002	92,029	1,041,619	38,615	1,657,153	41,894	1,235,684
1927	84,998	3,155,320	74,900	867,224	42,407	1,819,181	41,128	1,156,712
1928	77,839	3,798,907	70,088	789,831	41,636	1,713,036	44,985	1,208,721
1929	63,304	2,350,089	65,060	762,894	48,286	2,005,111	45,327	1,210,710
1930	54,084	2,029,184	61,145	739,370	43,392	1,814,941	33,144	912,715
1931	40,772	1,369,067	61,900	766,337	40,136	1,787,634	24,612	643,153
1932	47,900	1,603,904	35,781	464,047	36,915	1,482,999	13,459	359,391
1933	30,804	1,136,486	40,851	543,144	31,488	1,248,323	16,262	449,249
1934	48,630	1,206,741	52,955	680,239	36,704	1,445,561	16,247	458,630
1935	49,010	1,573,406	33,842	439,207	39,007	1,537,315	21,446	581,241

Source: Reports made to Railroad Commission of South Dakota

TABLE 6
TOTAL REVENUE FREIGHT CARRIED DURING THE YEAR - SOUTH DAKOTA

Year	Manufactures & Miscellaneous		Grand Total Carload Traffic		L.C.L.	Grand Total Carload And L. C. L. Traffic	
	Carloads	Tons	Carloads	Tons	Tons	Carloads	Tons
1900		48,725			50,230		695,835
1901							
1903		22,896			7,276		104,518
1905		141,922			136,102		1,333,600
1906							
1910		257,231			229,873		2,420,578
1915		1,763,838			757,565		12,888,375
1920	3,841#	571,709	11,234 #	2,174,947	21,840#	11,234	2,196,787
1921	14,034	491,072	67,529	3,957,451	204,972	67,529	4,162,423
1922	41,699	1,024,040	230,301	6,171,971	399,406	230,301	6,571,377
1923	24,899	597,654	162,002	4,395,828	177,852	162,002	4,573,630
1924	25,354	605,337	217,801	5,776,364	245,586	217,801	6,021,950
1925	31,648	760,530	200,463	5,043,011	258,538	200,463	5,301,549
1926	57,088	1,341,870	278,205	6,885,328	410,229	278,205	729,557
1927	59,643	1,405,463	303,076	8,403,900	415,964	303,076	8,819,864
1928	72,950	1,685,258	343,627	7,884,834	426,701	343,627	11,354,036
1929	79,426	1,849,398	301,403	8,178,202	419,757	301,403	8,597,959
1930	63,153	1,538,373	254,918	7,038,583	336,441	254,918	7,375,024
1931	51,333	1,325,160	218,753	5,891,351	260,420	218,753	6,151,771
1932	34,414	866,665	168,469	4,777,006	167,193	168,469	4,944,199
1933	34,321	854,208	153,726	4,231,410	106,784	153,726	4,338,194
1934	44,459	1,083,380	198,995	4,874,551	146,829	198,995	5,021,380
1935	58,289	1,355,982	201,594	5,487,151	175,069	201,594	5,662,220

Source: Railroad Reports made to Railroad Commission of South Dakota

TABLE 7

FREIGHT TRAFFIC DENSITY OF CLASS I ROADS BY STATES IN WESTERN DISTRICT
YEARS 1925--1930 INCLUSIVE

Western Trunk Line	Average Miles Operated 1928	Tons One Mile Per Mile of Line 1925	1926	1927	1928	1929	1930
Illinois	853,953	2,715,631	2,854,608	2,730,584	2,828,914	2,853,906	2,394,244
Michigan (Upper Pen.)	166,921	812,820	813,503	761,599	770,363	849,559	681,879
Wisconsin	710,205	1,167,356	1,174,440	1,156,194	1,169,317	1,175,871	977,991
Minnesota	864,036	1,345,568	1,312,772	1,338,675	1,412,501	1,442,532	1,146,935
Iowa	1,004,888	948,143	1,001,242	1,015,758	1,093,123	1,117,979	981,663
Missouri	789,417	1,358,994	1,392,245	1,386,025	1,477,952	1,253,597	1,330,077
North Dakota	514,169	675,588	653,490	712,879	831,793	728,337	616,407
South Dakota	420,406	383,759	360,970	411,311	437,625	407,645	357,436
Kansas	937,507	938,387	1,035,279	1,040,277	1,149,026	1,238,952	1,107,733
Nebraska	624,243	1,061,496	1,133,960	1,147,376	1,183,428	1,172,779	1,089,512

Source: Railroad Reports made to South Dakota Railroad Commission

TABLE 8

RAILWAY OPERATING RATIO - SOUTH DAKOTA

Year	Total Operating Revenues	Total Operating Expenses	Operating Ratio
1920	32,695,982	38,338,951	117#
1921	25,917,846	27,758,759	107#
1922	26,091,308	24,077,348	92
1923	27,721,332	24,769,574	89
1924	26,833,807	23,107,113	86
1925	25,835,820	22,645,130	88
1926	24,080,852	21,827,850	91
1927	25,474,515	23,086,235	91
1928	26,787,892	22,398,340	84
1929	25,522,912	22,223,376	87
1930	22,319,494	19,580,257	88
1931	17,050,127	17,151,062	101#
1932	12,932,040	13,785,044	107#
1933	12,013,020	12,061,540	101#
1934	13,131,212	13,122,272	99
1935	12,894,638	13,806,504	107#

# Denotes a deficit

Source: Reports of Railroads in the office of South Dakota Railroad Commission

TABLE 9

TREND IN PERCENTAGE OF SOUTH DAKOTA REVENUE TO WHOLELINE REVENUE 1920 - 1935

Year	Wholeline Freight Revenue	S. Dakota Freight Revenue	Per Cent S. D. - W. L. Revenue	Wholeline Passenger Revenue	South Dakota Passenger Revenue	Per Cent S.D. - W.L. Revenue
1920	717,584,740	21,382,278	3.0	206,837,360	7,607,254	3.7
1921	662,177,805	17,281,107	2.6	179,939,754	5,856,486	3.3
1922	687,368,131	18,060,754	2.6	163,256,309	5,220,400	3.2
1923	748,804,364	19,713,840	2.6	167,465,432	5,081,966	3.0
1924	704,836,229	19,510,926	2.8	154,859,663	4,385,252	2.8
1925	719,813,012	19,030,771	2.6	146,802,545	3,947,758	2.7
1926	737,537,560	17,915,207	2.4	142,795,496	3,330,256	2.4
1927	742,594,064	19,717,040	2.7	135,472,440	3,003,968	2.2
1928	776,740,469	21,136,299	2.7	123,675,791	2,847,920	2.3
1929	778,032,525	19,862,054	2.6	119,541,935	2,568,737	2.1
1930	661,105,883	17,986,026	2.7	65,032,174	1,932,693	3.0
1931	518,826,273	13,798,177	2.7	63,388,680	1,282,076	2.0
1932	387,253,964	10,583,748	2.7	45,362,922	851,377	1.9
1933	393,366,619	9,967,403	2.5	41,954,287	712,695	1.7
1934	411,270,896	10,839,434	2.6	42,148,256	847,574	2.0
1935	435,133,484	10,576,426	2.4	43,160,637	918,498	2.1

Source: Reports of Railroads on file in the office os South Dakota Railroad Commission

TABLE 9 (cont.)

Year	Wholeline All other Rev.	S. Dak. All other Rev.	Per Cent S.D.-W.L. Revenue	Wholeline Total Rev.	S.Dak. Total Rev.	Per Cent S.D.-W.L Revenue
1920	99,627,186	3,706,450	3.7	1,024,049,286	32,695,082	3.2
1921	79,923,898	2,780,253	3.5	922,041,457	24,917,846	2.8
1922	85,486,854	2,810,154	3.3	936,111,294	26,091,508	2.8
1923	89,817,391	2,925,526	3.2	1,006,087,187	27,721,332	2.8
1924	88,083,606	2,937,629	3.3	947,779,498	26,833,807	2.8
1925	87,697,835	2,857,291	3.3	954,313,392	25,835,820	2.7
1926	90,539,441	2,785,389	3.1	970,872,497	24,080,852	2.5
1927	88,588,441	2,753,507	3.1	966,654,945	25,474,515	2.6
1928	90,749,623	2,803,673	2.9	991,165,882	26,787,892	2.7
1929	100,289,400	3,092,121	3.1	997,863,860	25,522,912	2.6
1930	111,523,108	2,400,775	2.3	837,661,165	22,319,494	2.7
1931	69,389,124	1,969,874	2.8	651,604,077	17,050,127	2.6
1932	49,258,329	1,496,915	3.0	481,875,215	12,932,040	2.7
1933	45,966,340	1,332,922	2.9	481,287,446	12,013,020	2.5
1934	48,772,101	1,444,199	3.0	502,191,253	13,131,212	2.6
1935	50,662,148	1,399,714	2.8	528,856,269	12,894,638	2.4

Source: Reports of Railroads on file in the office of the South Dakota Railroad Commission

TABLE 10

RAILWAY OPERATING REVENUES

Year	SOUTH DAKOTA Freight Revenue	Passenger Revenue	Ratio of Pass. To Freight - Per Cent	WHOLELINE Freight Revenue	Passenger Revenue	Ration of Pass. to Freight Per Cent
1920	21,382,278	7,607,254	36	717,584,740	206,837,360	29
1921	17,281,107	5,856,486	34	662,177,805	179,939,754	27
1922	18,060,754	5,220,400	29	687,368,131	163,256,309	24
1923	19,713,840	5,081,966	26	748,804,364	167,465,432	22
1924	19,510,926	4,385,252	22	704,836,229	154,859,663	22
1925	19,030,771	3,947,758	21	719,813,012	146,802,545	20
1926	17,915,207	3,380,256	19	737,537,560	142,795,496	19
1927	19,717,040	3,603,968	15	742,594,064	135,472,440	18
1928	21,136,299	2,847,920	13	776,740,469	125,675,790	16
1929	19,862,054	2,568,737	13	778,032,525	119,541,935	15
1930	17,986,026	1,932,693	11	661,105,883	65,032,174	10
1931	13,798,177	1,282,076	9	518,826,273	63,388,680	12
1932	10,583,748	851,377	8	387,253,964	45,362,922	12
1933	9,967,405	712,695	7	393,366,619	41,954,287	11
1934	10,839,349	847,574	8	411,270,896	42,148,256	10
1935	10,576,426	918,498	9	435,133,484	43,160,637	10

Source: Reports of Railroad on file in office os South Dakota Railroad Commission

TABLE 11

LIVESTOCK RATES FROM REPRESENTATIVE SOUTH DAKOTA SHIPPING POINT TO MINNEAPOLIS - CHICAGO - SIOUX CITY -- 1914-1918-1920-1922-1936

		MINNEAPOLIS					CHICAGO					SIOUX CITY				
		1914	1918	1920	1922	Present	1914	1918	1920	1922	Present	1914	1918	1920	1922	Present
Aberdeen	Cattle	24	30	40.5	36.5	32	38	45	50	44.5	49	25	31.5	42.5	38.5	31
	Hogs	27.5	34.5	46.5	42	37	42.5	49.5	53.5	52.5	56.6	28	35	47.5	43	35.5
	Sheep	27.5	34.5	46.5	42	40	44	51	55	57	61.5	25	31.5	42.5	38.5	39
Huron	Cattle	22.5	28	38	34	32	34	41	50	44	47	21.5	27	36.5	33	26
	Hogs	25	31.5	42.5	38.5	37	40	47	51	50.5	54	24	30	40.5	36.5	30
	Sheep	25	31.5	42.5	38.5	40	40	47	51	55	59	21.5	27	36.5	33	32.5
Watertown	Cattle	19	24	32.5	29.5	29	32.5	39.5	50	42	46	22.5	24.5	35	29.5	27
	Hogs	19	24	32.5	29.5	33.5	36.5	43.5	50	48.5	53	25	31.5	42.5	38.5	31
	Sheep	19	25	32.5	29.5	36.5	40	47	51	52.5	57.5	25	31.5	42.5	38.5	34
Sioux Falls	Cattle	20	25	34	30.5	29	25	31.5	42.5	38.5	41	12.5	15.5	21	19	19
	Hogs	20	25	34	30.5	33.5	30	30.5	41	42.5	47	15	19	25.5	23	22
	Sheep	20	25	34	30.5	36.5	30	37	50	45	51.5	15	19	25.5	23	24
Yankton	Cattle	25	31.5	42.5	38.5	33	29	36	48.5	41	45	11	14	19	17	17
	Hogs	27.5	34.5	46.5	42	38	31	38	50	47	52	14.5	18	24.5	22	19.5
	Sheep	27.5	34.5	46.5	42	41.5	34	41	50	51.5	56.5	14.5	18	24.5	22	21.5
Pierre	Cattle	31	38	51.5	46.5	38	42.5	49.5	53.5	47	51	25	31.5	42.5	38.5	31
	Hogs	36	43	58	50	43.5	48	55	59.5	54	58.5	30	37	50	45	35.5
	Sheep	36	43	58	50	47.5	48	55	59.5	59	64	28.5	35.5	48.5	43.5	39
Rapid City	Cattle	47	54	73	58.5	46	47	54	73	58.5	57	35	42	56.5	50	39
	Hogs	65	72	97	77.5	53	65	72	97	77.5	65.5	46	53	71.5	57	45
	Sheep	54	61	82.5	66	57.5	54	61	82.5	66	71.5	36	43	56.5	50	49

The rates shown on Cattle also apply on hogs double deck and sheep doubledeck
The rates shown on hogs and sheep applies only on single deck shipments

Source: Reports on file in the office of South Dakota Railroad Commission

TABLE 12

GRAIN RATES FROM REPRESENTATIVE SOUTH DAKOTA SHIPPING POINTS TO MINNEAPOLIS, CHICAGO, SIOUX CITY - 1914-1918-1920-1922-1936

		MINNEAPOLIS					CHICAGO					SIOUX CITY				
		1914	1918	1920	1922	1936	1914	1918	1920	1922	1936	1914	1918	1920	1922	1936
Aberdeen Course	Wheat	14.5	18	24.5	21	18	22	27.5	39.5	34	30	15.5	19	25.5	22.5	17.5
	Grain	14.5	18	24.5	19	18	21	27.5	39.5	30.5	30	15.5	19	25.5	20.5	17.5
Huron Course	Wheat	14.5	18	24.5	21	18	21	27.5	39.5	34	30	12	15.5	21	18	15
	Grain	14.5	18	24.5	19	18	21	27.5	39.5	30.5	30	12	15.5	21	16	15
Watertown Course	Wheat	13	16.5	22.5	19.5	16	20.5	25.5	37.5	32.5	28	16.5	20	27	23.5	16
	Grain	13	16.5	22.5	17.5	16	19.5	25.5	37.5	29	28	16.5	20	27	21	16
Sioux Falls Course	Wheat	13	16.5	22.5	19.5	16.5	19	24.5	33	27.5	26	8.5	12	16	14	11
	Grain	13	16.5	22.5	17.5	16.5	19	24.5	33	25	26	8.5	12	16	12.5	11
Yankton Course	Wheat	14.5	18	24.5	21	19.5	20.5	26.5	36	31	26	6.5	10	13.5	12	11
	Grain	14.5	18	24.5	19	19.5	20.5	26.5	36	28	26	6.5	10	13.5	11	11
Pierre Course	Wheat	22	27.5	37	32.5	22	27	35.5	52	45.5	34	18.5	22	29.5	26	19
	Grain	22	27.5	37	29.5	22	27	35.5	52	41	34	18.5	22	29.5	23.5	19
Rapid City Course	Wheat	28	34	46	40	29.5	38.75	45	61	53	40	25	31	42	36.5	25
	Grain	28	34	46	36	29.5	35	45	61	53	40	25	31	42	33	25

Source: Reports on file in office of the South Dakota Railroad Commission

TABLE 13

AVERAGE LENGTH OF HAUL-REVENUE FREIGHT AND REVENUE PASSENGER

Year	Average Miles Hauled Revenue Freight	Average Miles Carried Revenue Passengers
1920	59.59	40.04
1921	60.14	32.17
1922	69.64	31.48
1923	70.65	37.76
1924	74.99	35.47
1925	75.17	37.61
1926	77.69	46.38
1927	76.59	41.81
1928	73.24	43.07
1929	74.38	44.56
1930	73.10	45.82
1931	72.37	48.17
1932	74.72	46.68
1933	73.72	50.15
1934	75.30	48.66
1935	75.70	48.09

Source: Reports of Railroad on file in office of South Dakota Railroad Commission

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